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October 1993

# Australian **MODEL RAILWAY MAGAZINE**

Issue 182, Vol.16. No.5



**TWIGG**

**VR Spirit Cars**

**NSWR NTC Open Wagon**

**Australian National's DL Class**

Registered by Australia Post - Publication No.NBH0729  
\* Recommended Retail Price Only





# N.S.W.G.R. 422 CLASS

*A Classic*

*Diesel Electric outline model*

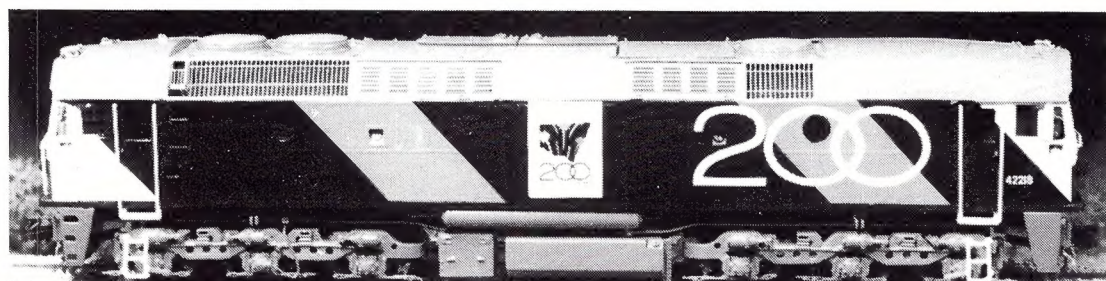
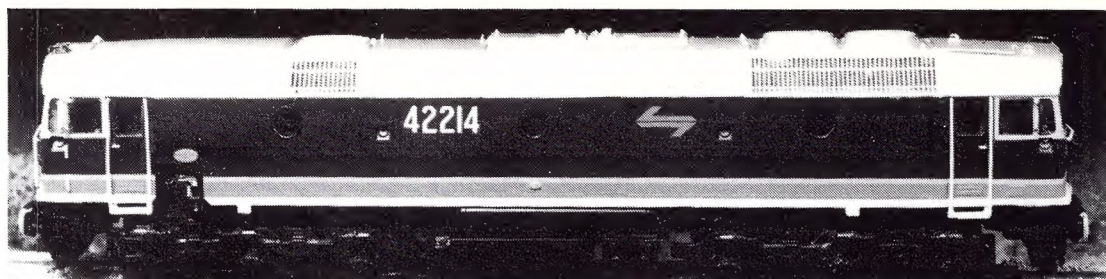
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(UNCORRECTED)



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## 24

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## 5

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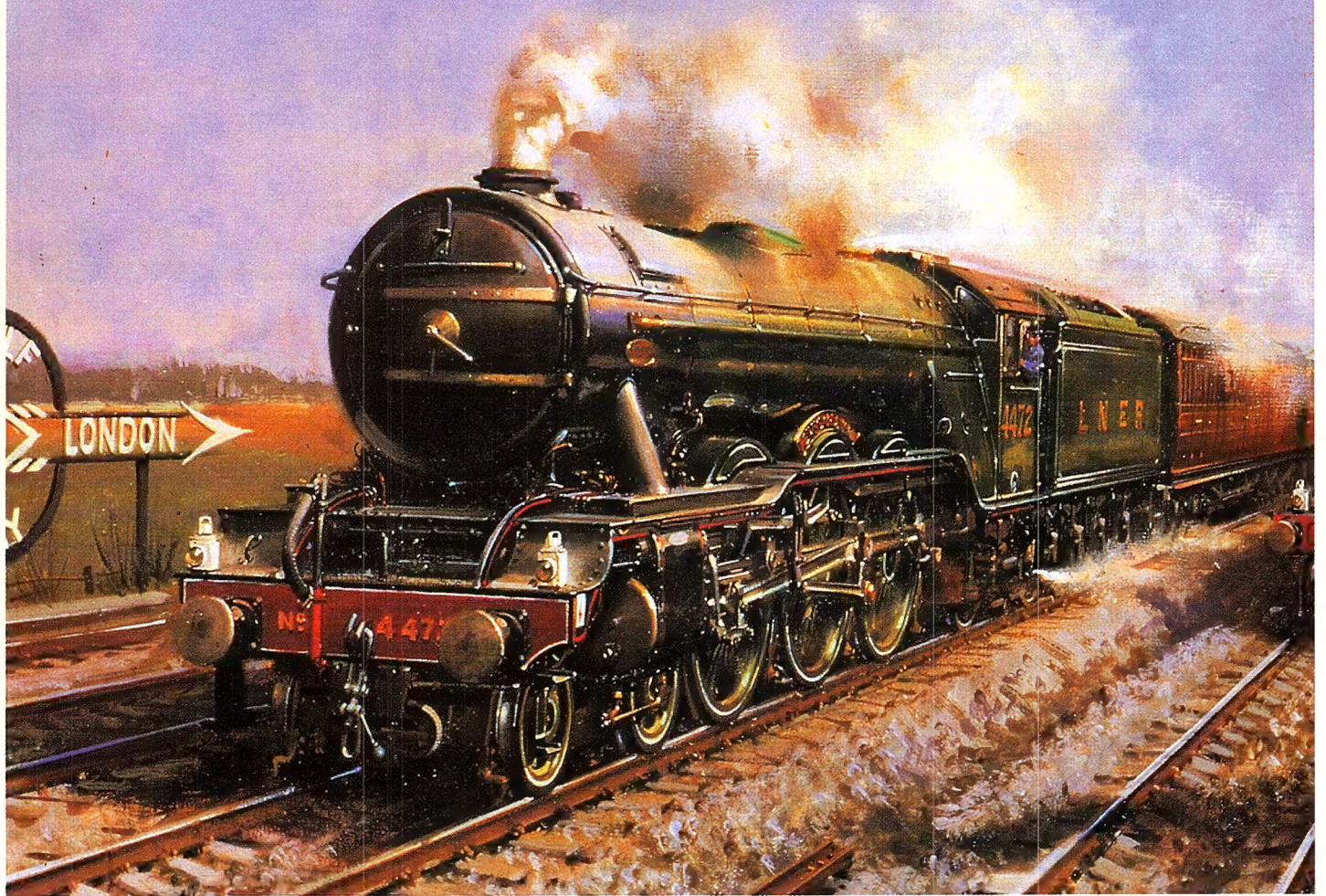
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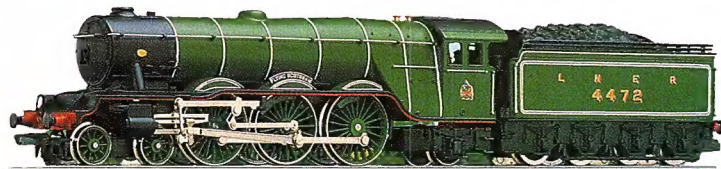


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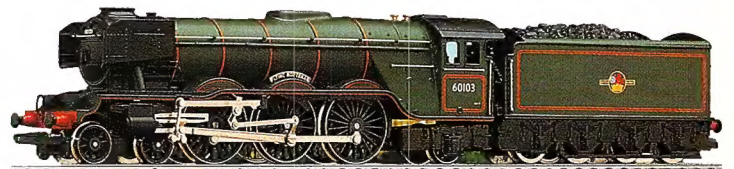


## THE FLYING SCOTSMAN

1993 marks the 70th birthday of one of the most famous steam locomotives worldwide — the Flying Scotsman. To celebrate this historic event, Hornby Railways are introducing three new models of her to partner their existing A1 model.



R074 LNER 4-6-2 "FLYING SCOTSMAN" CLASS A1 "NEW"



R078 BR 4-6-2 "FLYING SCOTSMAN" CLASS A3 "NEW"



R075 4-6-2 "FLYING SCOTSMAN" CLASS A3 PRIVATELY OWNED "NEW"

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Secretary: Bob Gallagher

### Membership Enquiries:

P.O. Box 345, MATRAVILLE, 2036  
Phone (02) 311 2036

The Annual Membership Fee for S.C.M.R.A. is \$32.00 from March to February and the Joining Fee is \$18.00, which includes the membership data pack. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is \$16.00 plus the (\$18.00) Joining Fee (does not include October issue of AMRM). Membership entitles you to participate in the activities of the Association, to receive A.M.R.M. and our regular news-sheet 'Booster'. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals. For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

Membership services include magazine binders and photocopies of articles from out of print issues of AMRM at discount prices.

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### MEETINGS

#### New South Wales

December 12 - Xmas barbeque at Galston  
January 8 - Ring for details  
February 12 - Ring for details

#### Queensland

Ring for Details of Meetings

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Ring for Details of Meetings

## S.C.M.R.A. SERVICE DIVISION

The Southern Cross Model Railway Association offers A.M.R.M. readers a number of services.

**Photocopies** of out of print issues of A.M.R.M. are available at a cost of 20c a page plus postage. A minimum charge of \$1.00 is applicable. Just check the indexes for the article you require and write to the S.C.M.R.A. Service Division, with (estimated) payment. Extra payment, if needed will be advised.

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A name sheet indicating the magazine's title and volume number for insertion in the plastic pocket

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from



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**R.R.P. \$25.95**

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## MODELLING THE RAILWAYS OF NSW

## DIORAMA COMPETITION

Following the success of this year's competition, the 1994 Convention at Petersham will again host a diorama competition for NSW Railway related subjects.

Details are available from:

Ron Cunningham on (02) 529 2235.

The size limit for dioramas will be 1.8m x 1m.

## BOWRAL EXHIBITION

TULIP TIME - OCTOBER 2, 3, 4th

9.30-5.00pm

Bowral Primary, Boolwey St

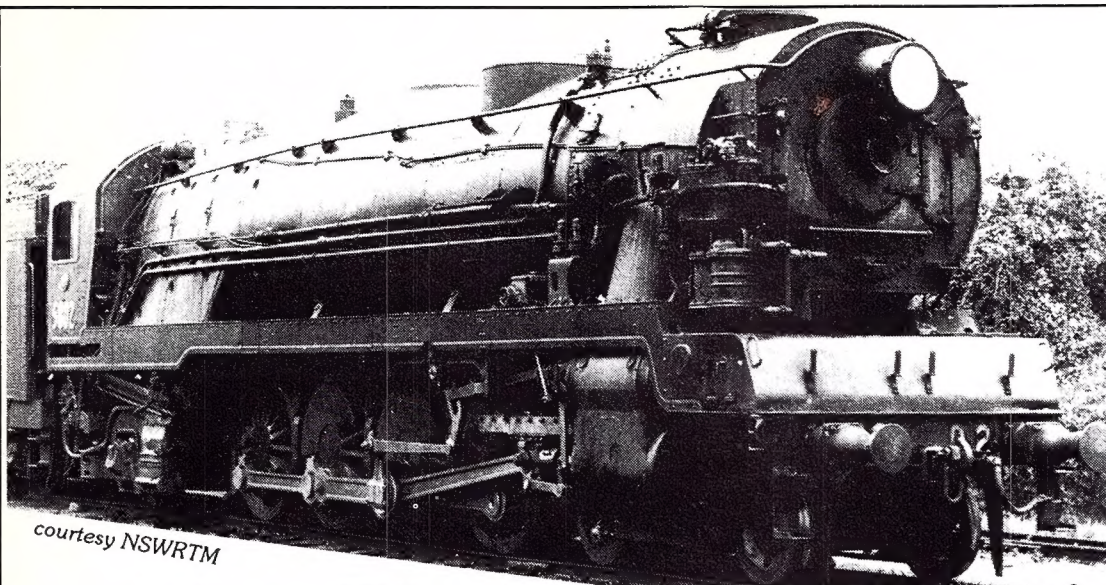
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N & HO & Narrow Gauge

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BRUCE AKRIGG +  
NORTHSIDE MODEL RAILWAYS

Organised by the  
B.D.M.R.C.





courtesy NSWRTM

# D58

## The Big Engines continue!

*Introduced in 1950, primarily for use over the steeply graded Blue Mountains, the D58s had a relatively short working life due to electrification. A refinement of the D57, they featured a C38 style valance which gave them a decidedly handsome appearance.*

*Now in production from the craftsmen at DJH in HO scale, the D58 is a "must" for any collection of NSW steam power.*

**Expected release now: October/November. Expected price: \$475**

A \$50 deposit will secure one of these fine kits.

### Locomotive Kits - Availability

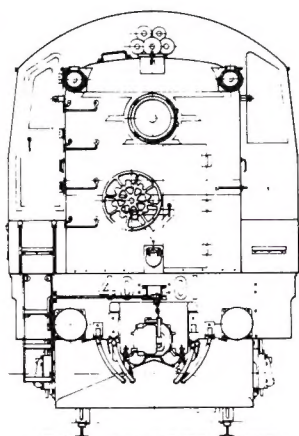
C32	\$295	In stock	C36 (Bel)	\$345	In stock
D50	\$295	In stock	C36 (R/top)	\$345	In stock
C30T	\$345	In stock	D59	\$375	In stock
442	\$255	In stock	AD60 - Dual	\$545	In stock
D53	\$335	In stock	Z13	\$275	In stock
D57	\$475	In stock	Wampu Tender	\$ 95	In stock

Whilst every effort is made to maintain our stocks, shortages may occur from time to time. Postage and insurances extra on all products.

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Plan by courtesy of Data Sheet



## 40 Class

**ONE-PIECE BODY**

As the first mainline diesel electric locomotive on the system, the 40 class holds special place in the history of the NSW railways. Lloyds is therefore pleased to announce that the 40 class will soon be available as a one-piece body unit in HO scale featuring many lost wax brass detailing items, a proven K & M mechanism and Mashima can motor.

**Expected release: September/October 1993**

**Expected price: \$195 complete kit**

**\$95 body kit (incl. detailing items)**

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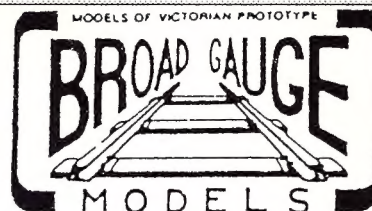
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REPLICAS FOR THE DISCERNING  
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V.R. 'N' SAR '750 CLASS  
STEAM LOCOMOTIVE  
(White metal & brass kit.)

Exp. delivery JANUARY 1994

Price (kit) Fully paid by Nov 30

\$495.00

Deposit with order \$120.00

Price after Nov. 30 \$530.00

For kits ready to run add \$220.00

This kits will make up into either a  
V.R. N class or S.A.R. 750 class

Dont miss out as we expect these kits  
to go very quickly.

At this point in time these kits will only  
be available direct from B.G.M.

# TRAIN (02) 913 1362 TRADER

## SPRING SPECIALS

### AUSTRALIAN HO - LIMA

20315	38 Class Steam Loco	NEW	\$215
208043	Vic 'S' Class blue S315	NEW	\$115
xxx	Vic 44 Cl Blue '315'	v.g	\$ 85
208043	Vic 'S' Cl V/Line	v.g	\$ 65
208206	Aust 'B' Class V/Line	NEW	\$ 99
208123	AN GM 32 Cl Red/silv	v.g	\$ 69
208124	NSW 42 Class Tuscan '4201'	NEW	\$109
** SPECIAL *	All LIMA COACHES	NEW	\$ 19

### AUSTRALIAN HO - POWERLINE & AR

P211	AN BL - Dual Motor	NEW	\$119
P222	V/line G2 (Mk2) Dual Motor	NEW	\$119
P236	830 Class TAGRAIL	NEW	\$89
xxx	TRAX 48 Class '4827' Tuscan	v.g	\$ 75
AL-004	AR 35 Class '3507' Candy	v.g	\$ 95
** ALL POWERLINE Coaches (New)		20% off	

### BRITISH HO - HORNBY

R057	4-6-2 BR 'Lady Patricia'	NEW	\$175
TR595	2-6-2 #MT Tank w smoke	v.g	\$125
R258	4-6-2 Princess Elizabeth gr	NEW	\$195
R354	4-6-0 'Lord of the Isles'	v.g	\$115
R577	4-6-2 BR 'City of Nottingham'	NEW	\$175
R858	4-6-0 Tender LMS Cl 5	exc	\$145

### BRITISH HO - B/mann, WRENN, etc

B/m 31554	2-6-2 Gresley BRV2 green	NEW	\$165
B/m 31801	2-6-2 Gresley BRV1/3 Cl	NEW	\$125
Wt 2240	2-8-0 LNER Tender	NEW	\$295
ML-271	2-6-4 LNER Tank green	NEW	\$295
ML-1	4-6-0 LMS Tender Royal Scott	v.g	\$135
ML-2	4-6-0 LMS Tender 'Black S'	v.g	\$145

### EURO HO - F/mann, ROCCO

FI-4160	4-6-0 Tender DR 38 Cl	NEW	\$275
FI-4177	2-10-0 Tender BR 051 DB	exc	\$265
R43431	The Classic BR e-18, blue	Mint	\$215
R43446	Crocodile green RRS335	exc	\$245
R43447	Crocodile orange RRS335	Mint	\$265
R43514	4-4 Cl E71 DR (RRS259)	NEW	\$219
R43631	4-4 Cl FE 4-4 SBB blue/wh	NEW	\$219
R43655	4-4 SBB Cl 460	NEW	\$315

### EUROPEAN HO - HAMO (Marklin DC)

8312	2-6-2 Tank BR T's	Mint	\$195
8323	4-4 E-loco SBB Re 4/4	exc	\$195
8343	4-4 E-loco SJ Cl Re	v.g	\$ 95
8351	6-6 E-loco NS BR 1200	Mint	\$245
8376	Motorised 2-Unit Railbus	Mint	\$295

### EUROPEAN HO - HAG

140-AC	SBB-OFF Ae 4/7 green	exc	Call
150-AC	SBB-OFF Motor railcar, red	exc	Call
160-AC	SBB-OFF Re 4/4, green	exc	Call
208-DC	SBB-OFF Re 6/6 red/Balerna	Mint	Call

### USA HO - RIVAROSSA

1252	4-6-4 Cl 3Ju HUDSON	Mint	\$225
1544	4-6-2 'Heavy Pacific' B & O	v.g	\$235
1820	EMD E8 Santa Fe A & B	v.g	\$125
1829	EMD E8 'B' & O A unit	v.g	\$ 95
1830	EMD E9 Pennsy A & B	v.g	\$125
1207	4-4-0 Tender 'Inyo' Old-timer	New	\$175
1208	2-4-0 Tender 'Bowker' Oldie	New	\$175
1211	4-4-0 Tender 'Reno' Old-timer	New	\$175
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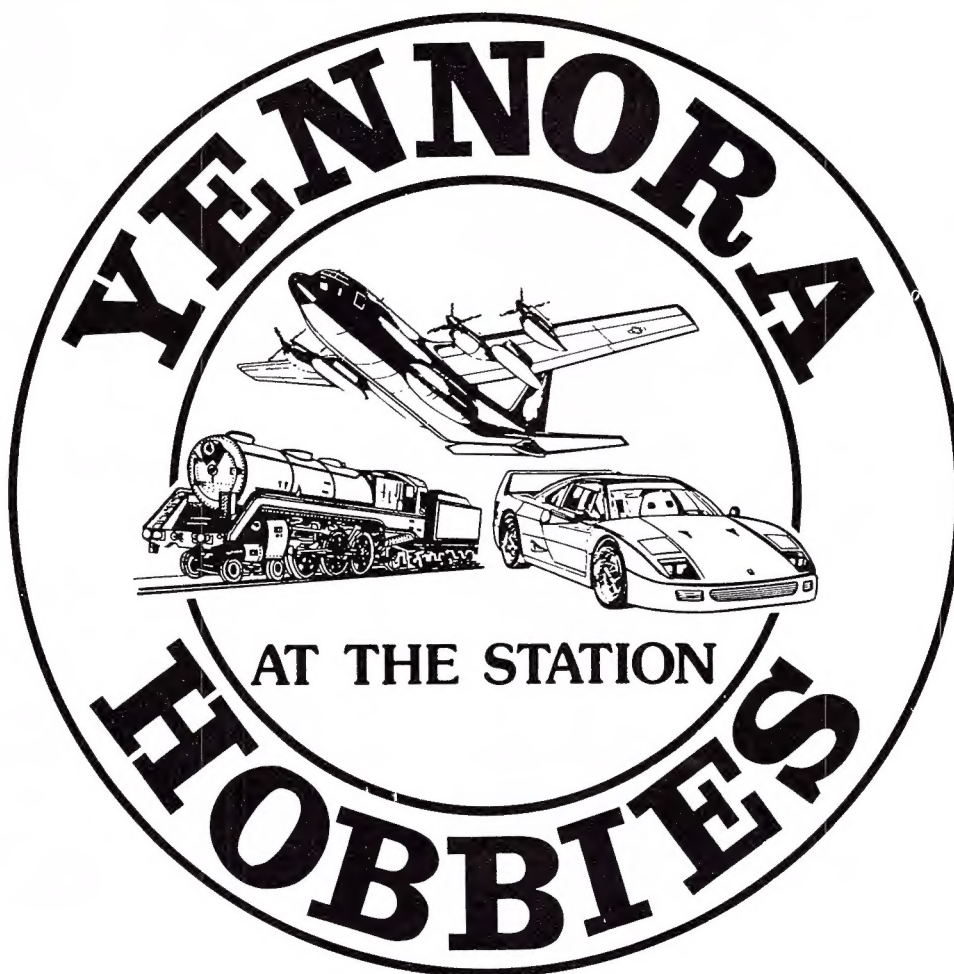
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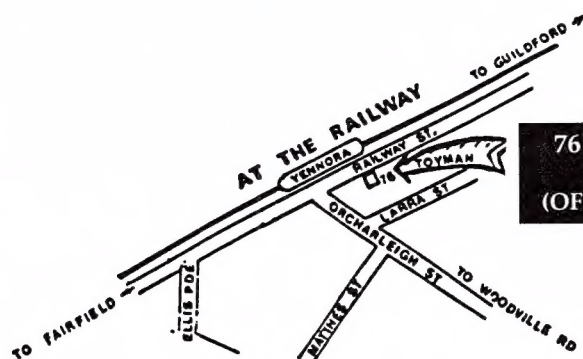
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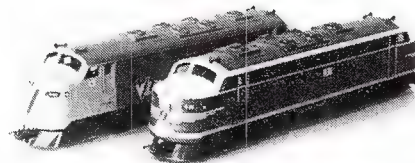
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**WINDSOR - NSW.** October 16 & 17, 1993 at the Windsor Function Centre, Cnr Macquarie & Dight Streets, Windsor. Open 9am-5pm (Sat. & Sun.). Admission: \$4/\$2/\$10. Organised by the Macquarie Valley Railway Society.

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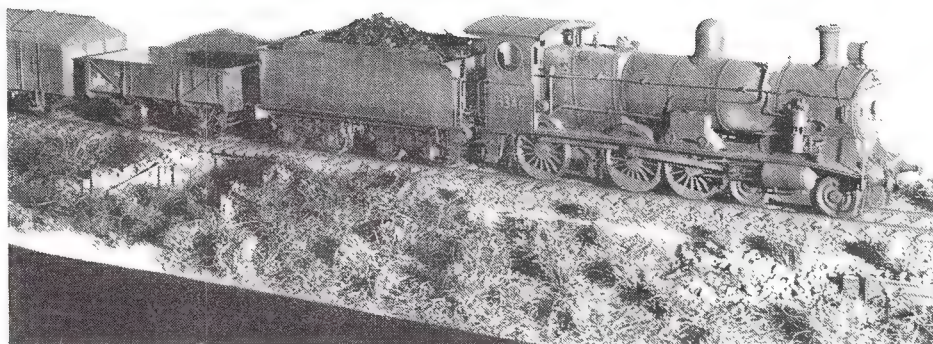
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The impact scale at the moment is O Gauge. Well 7mm scale to be precise! Supported by a well organised commercial outlet, Gago, these models feature at a number of NSW events. The above scene was taken on the Gago diorama at the Branchline Forum in April and features a Model Company 32 class leading a string of four-wheelers, all Gago products.

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# Australian MODEL RAILWAY Magazine

## COMMENT

by Bob Gallagher

### Novices and Beginning

Much has been said in this magazine about novices and their need for a special column. But, are we not all novices in some area?

A number of the magazine staff and close associates are now in the process of building new layouts. Some have started from the ground up by constructing new premises for their model kingdom; others have moved homes. It would seem simple, starting from scratch, using the 20 years plus of experience to build a model railway without making too many mistakes. But it is not so!

We have probably complicated things by deciding to use a different style of benchwork, finer track or different operating procedures requiring a different electrical system. And some other barriers are, like insulating and lining the layout room, to be accomplished on a limited budget.

For some of our problems, we could talk with each other but, as each was new to the process, we had to go back to basics and learn. In our experience, this was mainly achieved by reading all of the Kalmbach books on the topic, like *How to Wire your Model Railroad*. But where there was no prepared text we had to learn the hard way - by trying it out first, if only in a small way. After some small experiments, we now know that Craftwood can be the basis for ballasted track where the ballast is held in place with a diluted PVA and water mixture. We have found that Craftwood does not flake or bend. That is, the 12mm thick type.

We also know, the hard way, that 100 x 25mm with 75 x 25mm L girder construction will not hold the weight of a Managing Editor when the support legs are placed 2.4m apart!

We have also learnt, in time, that the comfort of the operator should be considered if planning a train room that will be used all the year round. Here, insulating walls and ceilings is a must. Having a clean, comfortable environment in which to build the model railway is a tremendous start.

There are many other hurdles to face. The decision of whether to use cab or command control, full undertrack uncoupling and scenery are just some. We are, in fact, novices, albeit experienced ones. We are lucky in that we have some idea of where to look for help. Places like books, magazines, clubs, exhibitions, and conventions all come to mind.

But, in the field of layout building, we are once again raw and are gradually soaking up the reams of information required so that we can be happy with our work.

In the model railway hobby we are all novices in one area or another. But it is a hobby where we share experiences and that makes it, for all us novices, one of the greatest social movements on earth. □

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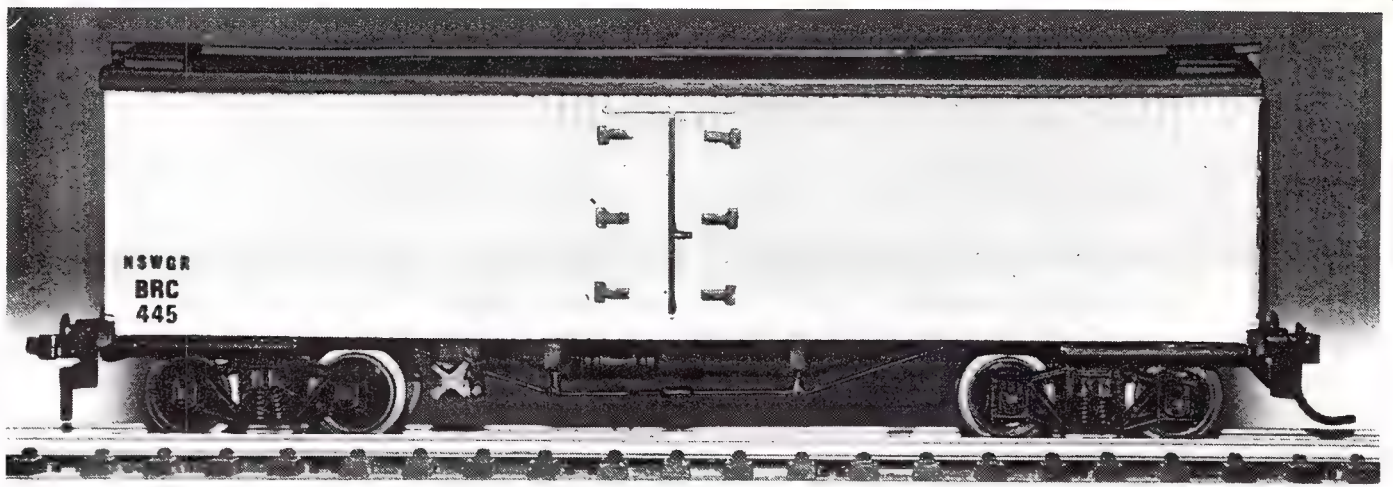
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*Australian National's DL38 leads CL16 and CL15 on 7AP5, a then typical Westliner, at Yorkes Crossing on 19 January 1991. Antony Fitzgerald photo. For further information on the DL class, turn to page 25.*

# Relax With Model Railways



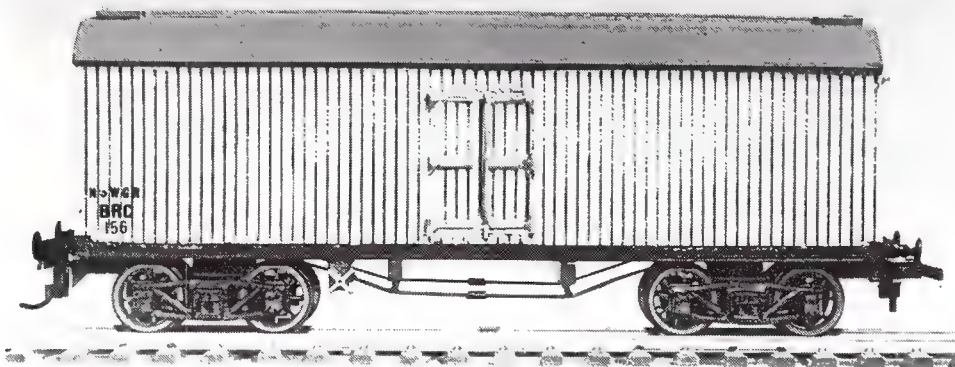


BRC445 is a two door van which was scratchbuilt in polystyrene and uses Rivarossi sprung bogies. It carries four roof ice hatches and is made to line diagram No.96 which refers to it as the 'Imported Refrigerator Car'.

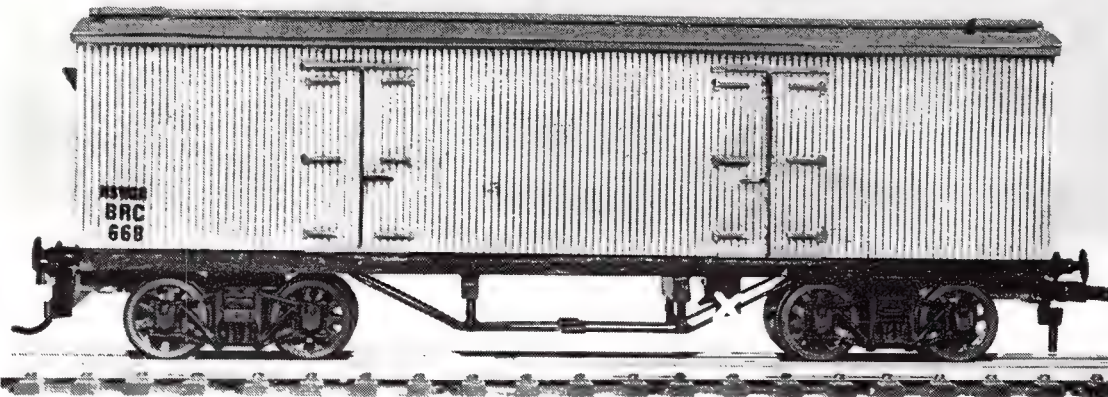
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Barry Wood

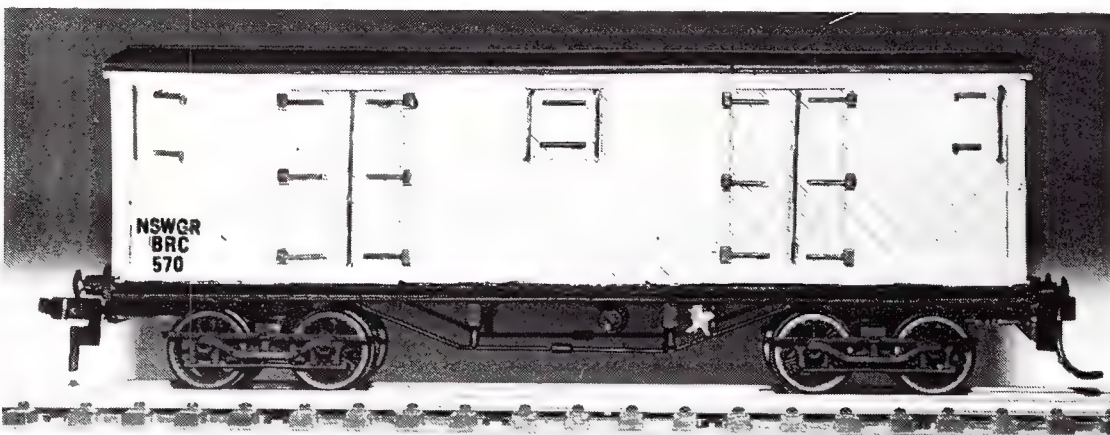
**PAGE FOURTEEN** this issue features some of the models produced in HO scale by Barry Wood. Barry is a prolific scratchbuilder and often accepts a challenge to build one of each of a group of vehicles. An example is shown here, with the NSWGR refrigerator car fleet being covered (cars from pre-1945 being featured). Barry uses a mixture of Shinohara X2F and Matamatic couplers. □



BRC156 is a two-door enclosed van, has a Mansard roof on a polystyrene body, and is carried on archbar bogies with NorthYard wheels. It is built to General Arrangement Plan No.4594 and the photograph in the 1903 Commissioner's Report in which it is referred to as 'Refrigerator car - code BRC'. The roof is cut down from a spare FO roof supplied by Classic Hobbies.



BRC668 is a four-door enclosed van, has a curved roof and is built to NSWGR line diagram No. 97 in which it is titled 'Refrigerator Car, code BRC with shaded sides'. It was scratchbuilt in polystyrene and sits on archbar bogies with Jackson spoked wheels. It carries four ice hatches on its roof.



BRC570 is a four door refrigerated wagon with diagonal timber, was scratchbuilt in polystyrene and sits on Rivarossi bogies. It was built to a line diagram (un-numbered) which refers to it as 'Refrigerator Car (old type)' and is a representation of numbers 10704, 10708, 10710 and 10712. The photograph of this van in the 1903 NSWGR Commissioner's Report shows the sloping timbers on the door running at 90° to the plan.



# TRACKS

by Dennis Toohey

Way back in 1973 a series of articles in AMRM, authored by Clive Huggan, demonstrated a method of producing trackwork which was simple to build and resulted in an aesthetically pleasing model track formation. Oversize track fixings, pins, etc. were eliminated by gluing the rail to the sleepers with a heat bonding process, enabling code 70 rail and even smaller to be used with RP25 and European NEM wheels.

Those articles inspired me to 'give it a go'. The resultant track looked good, everything worked well, I was pleased with the success of my first attempt. It was then time to try something a bit more difficult, my first double slip. Right from the start it became obvious that some compromises would be required in the design of this item of complex trackwork. The main problem experienced was squeezing all that rail into a small space (Diagram 1); much filing and grinding being required to fit the 'K' crossings between the slip rails. The difficulty arose, in part, from the wide flangeways required to accommodate the RP25 wheels. Difficulties were also experienced with the point blades, due to limited clearance, caused by the back to back dimensions of the wheel sets requiring a wider opening.

Much armchair work followed. The question exercising the imagination being: would it be possible to build practical trackwork with scale, or very close to scale, flangeways? Those thoughts lay dormant for a long time until recently, when, on the local newsagent's shelves, I happened upon that subversive publication from across the waters, the *Model Railway Journal*. The photographs of exquisite trackwork, locomotive wheels that looked right, fine rims and spokes on wagon and carriages wheels, (it was hard to tell the models from the real thing) convinced me that the way ahead lay in near scale track and wheel standards.

The articles in the *Journal* said it worked, derailments were not a major problem and most importantly construction and assembly could be handled by moderately experienced modellers. They said you didn't have to be an expert to achieve satisfactory results. There was only one major problem (in my view), the '4' in P4/S4. Why did the British have to be different? If they had really tried, sixty years ago, they might have designed small motors into 3.5mm/t scale models of their narrow locomotives.

What to do? All the bits and pieces to model Australian prototype are 3.5mm/ft, 1:87 scale. For me 4mm scale is just not a practical proposition. Would it be possible to design a 1:87 scale track and wheel specification, looking like the prototype and running on 16.5mm gauge track (which is very close to scale, for standard gauge)?

I believe it is and what follows is an attempt to do just that.

Before going any further, I have heard discussions proposing the use of one of the fine NMRA codes (specifically code RP25/88 or even RP25/72) to achieve a similar result. While this would be a considerable improvement, I consider it is still only an interim step (similar to British 'M') towards the adoption of an exact or near to exact scale standard. Furthermore the NMRA flanges are still too deep to allow accurate spacing of close centred, steam locomotive, driving wheels.

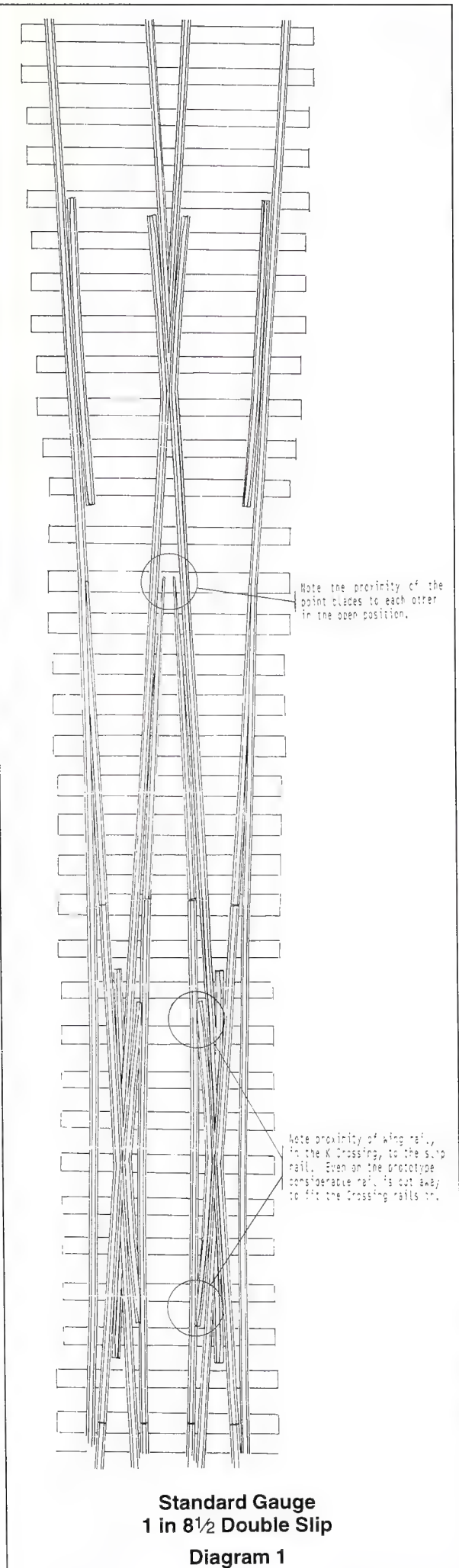
To specify dimensions to an accuracy greater than one tenth of a millimetre is pointless and could even serve to discourage those contemplating 'biting the bullet' and considering this type of fine scale modelling. Most of us don't have equipment capable of measuring much finer than 0.1mm although we are capable of working down to 0.02mm by comparative fitting. For example, setting the distributor points on the old Commodore or Falcon requires this level of skill.

For this system to work, accurate jigs and gauges (equivalent to the feeler gauges) will be required for use by the modeller assembling components. Tyre profile production will require the use of a form tool made to equally tight tolerances, or very accurate lathe work.

No assembled tolerances have been specified. However the modeller, using accurate jigs and gauges, may strive to whatever standard of accuracy he feels happy with, and works for them. For example trackwork built to a tolerance of  $\pm 0.02\text{mm}$  (a range of approximately 0.002") should operate with minimal problems whereas the less skilled modeller working to an accuracy of  $\pm 0.05\text{mm}$  (a range of approximately 0.004") could still achieve satisfactory results with some fine tuning of the finished products.

The following table shows the principal dimensions of the system which for want of a better name I have called P-3.5. (This conforms to the convention well established in Britain for fine scale modelling. An alternative for those who only think in metric could be P87 - no relation to the infamous P76.). These dimensions are compared to the prototype, scaled down to two decimal places and with a specification called HO 87, which is similar to the proposed system and may have already been subject to some experimentation. HO 87 is a study performed by a group of individuals whose aim was to model HO scale to a finer standard. (NOTE: HO 87 should work with P-3.5).

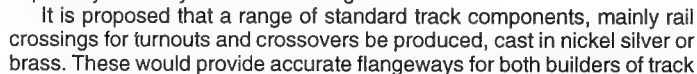
Component	Prototype/87	HO 87	P-3.5
Track Gauge	16.50	16.5	16.5
Wheel Width	1.46	1.62 to 1.75	1.5 to 1.7
Flange Width	0.40	0.31 to 0.35	0.4
Flange Depth	0.32	0.4	0.3
Wheel Back to Back	15.62	15.48 to 15.55	15.5
Flange Way	0.55	0.57 to 0.60	0.6
Check Gauge	15.95	15.90	15.9
Check, Back to Back	15.40	15.31	15.3



Standard Gauge  
1 in 8½ Double Slip  
Diagram 1

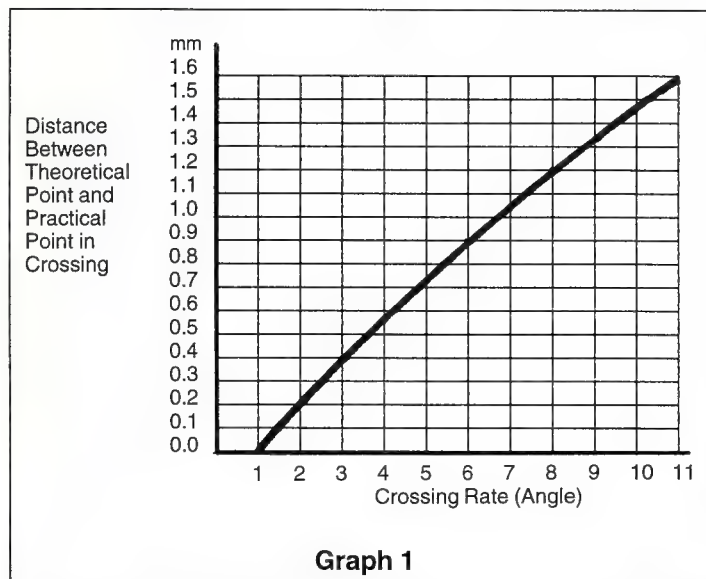


Compensation or springing will be required on all locomotives, four/six/eight wheel underframes and bogies. The techniques to achieve this have been proven and well documented by the P4/S4 modellers.





and those converting existing HO track components to fine scale specifications. I have had samples cast of crossing vees for a No.8 turnout in code 70 rail (Railcraft) and consider that even smaller rail sections could



be produced to fine dimensional standards with a good surface finish.

Where to from here?

An experimental section of horror track will be required, incorporating most of the possible faults to be avoided in good track work. Traps such as kinks, wide gaps, variation in rail height (super-elevation), reverse curves and out of gauge rails will be incorporated. The test track should also include crossings at various angles to test the ability of 0.3mm flanges to keep wheels on the straight and narrow (or standard gauge).

A variety of locomotive, fixed wheelbase and bogie chassis will be developed and run on the test track to trial the feasibility of the system and the mechanics of the rolling stock.

Some modifications to the specification may be necessary, resulting from these experiments, but it is anticipated that they will be minor and that the concepts in the original idea will be retained.

It is not envisaged that a specification such as this would ever become a commercial proposition in Australia, the quantities of components required being too small to interest most manufacturers. I believe that a loose group of modellers interested in ultra fine scale could be formed to exchange equipment and ideas and perhaps produce the occasional article for AMRM, to encourage others and show that it can be done.

I would welcome correspondence from anyone wishing to contribute criticism or advice on the matters discussed above, but would remind those wishing to maintain the existing standards that this is not a proposal to replace those standards, but rather an alternative for a small number of modellers wishing to add that extra touch of accuracy and realism to their wheels and trackwork. This applies especially to models of ancient rolling stock and steam locomotives where the wheels are exposed to view and are such a prominent feature of the prototype. □

## MODELLING THE RAILWAYS OF NSW CONVENTION: 12

### A Report

This convention has become the feature event of the year for the modeller of NSW prototype. It not only caters to the need for information, but it has also supplied a venue for trade releases and socialising. There is some thought that this event is only for the elite or top echelon modeller. This view is generally expressed by people who have never attended and should be ignored. After years of well-practised social engineering, it mixes the experienced with the novice; the fine scaler with the bumbler. All are treated equally on the basis of, if you want to learn, you are welcome to participate. All speakers are open for questioning, and all give assistance very freely.

Some speakers participate by providing notes that are included in a volume which is presented to all attendees.

It can be a learning event. It can be a purchasing event. It can be a social event. It is what you make it. The 1993 event was, like others, excellent, if not a bit better organised than previous days. Petersham, as the day is colloquially known, is held every July and participation is by prior registration, where the opportunity is given for selection of presentations. Participants are advised of the presentation they are allocated prior to the day and an identification card is supplied to permit free movement throughout the building.

The day starts with a brief word from the organisers and then breaks into eight one-hour sessions. Generally, participants get to see at least five, with the spare time used for lunch and browsing around the continuous clinics or attending the trade stands.

The speakers in 1993 were:

Doug Blunden and Mike Lambert, who showed baseboard construction and track laying as used on the *East Matelend* layout. Laminated plywood was used extensively here.

Phil Badger and N scale scratchbuilding, where the various components of this modelling sphere were discussed.

Peter Jarvis, who demonstrated the techniques for successfully applying decals. Slides were used to illustrate many aspects of this craft.

Bob and Peter Booth, who showed the

signalling practice for block working double mainline track.

Jeff Moonie, who gave a presentation on finishing off a brass model. His painting procedure was the feature of his presentation.

Bob Taaffe, who demonstrated the signalling of single line track and automatic staff exchanging.

Phil Collins, who showed some of the techniques and processes needed to detail the FS and BS cars, as purchased originally from Trax and nowadays Powerline.

Ron Cunningham, who talked about his favourite train operation method - Command Control.

David Cooke and Dennis Toohey, who covered the subject of bogies, not only describing the working parts of bogies with assistance from a large scale model, but also how to highlight features on models.

Ian Thorpe, who covered scratchbuilding with styrene, displaying many examples of his work.

Allan Garbutt, who showed how to have working marker lamps with the use of fibre optics.

Phil Curnow, with a slide presentation, who described the many interstate wagons that run in NSW.

John Beckhaus, who spoke of the external influences on the passenger cars of NSW, showing the common design styling between different railway systems.

Dick Grace, who demonstrated with ease the art of hand-laying track.

Graham Holland and his *Bindabri* 7mm scale layout, who gave a continuous demonstration of quality O scale.

Roger Kershaw, who showed how to weather models with poster paints and water colours, the talk proving very popular with most participants.

Commercial stands attending included: Data Sheets, Lloyd's Model Railways, SCR Publications, Stephen Johnson Models, Main West Models, Wood 'N' Iron Structures, The Model Carriage Works, Ian Lindsay Models, Berg's Hobbies, Sydney Hobbies, Classic Hobbies, LJ Models, AR Kit Co., N-Trains and Infinity Research.

New models released at the convention included: the AR Kit Co. NHHF and NGHF coal and grain hoppers; Lloyd's Model Railway SHG brake van kit and the 40 class kit; the BWF flat wagon kit from Ian Lindsay Models; a delightful shearers' quarters kit from Wood 'N' Iron, and sheets on Standard Design Station Building Pc/3 circa 1933, Footbridge 1916 and 1920, Brick Arch Overbridge 1905 and 1908, and Level Crossing Boom Gates type F by Data Sheets. The pilot model of Footplate's 57 class made it. Just! Unfortunately, it had not been assembled so modellers were treated to a display of components. The previously released VLX from Trainorama was being sold by some outlets, at quite a bargain price.

Refreshments during the day were available from the canteen and around 100 participated in the evening meal, which was a buffet style. Quite satisfactory for the price.

The evening event was one of the best yet. Informative, entertaining and enjoyable! Thankfully it did not get down to sectionalising the bad parts of the hobby or the day.

First we were treated to a discourse on why we were in the hobby, by Stuart Sharpe. In a humorous way, we were invited to look at ourselves and strive to be better. This was followed by a few brief comments by Andrew Burnham, the editor of the British magazine *Continental Modeller* on modelling a foreign prototype. Andrew, living in southern England, models NSW prototype. His talk was followed by some interesting questions, covering both his modelling problems and his job with the Peco organisation.

This was a very enjoyable and successful day. Any day something is learnt has to be successful. We can now look forward to Convention: 13.

Organisation of the 1994 event is now underway, and is expected to be held on 23 July. 17 speakers have been lined up, and Roger Kershaw will be returning to cater for those modellers who missed out in 1993. If your name is not on the database, drop the organisers a line at PO Box 407, Sans Souci, 2219 so that you can be assured of receiving an invitation to next year's event.

Bob Gallagher



Sir,

I am trying to learn all I can about the railway that once ran from Wallaroo to Brinkworth via Snowtown and was the reason for the establishment of our town and also the tramway that once ran from Port Broughton to Mundoorra.

The Mundoorra to Port Broughton tramway ran some 15km between the named towns and, when a coastal vessel was expected at the port, bagged grain was loaded on four-wheeled wagons that were hauled the first 10km, and then let run the rest of the way by gravity. In the last years of the life of the line, a tractor replaced the horses. This line closed just prior to the Second World War.

A similar piece of gravity working also happened on the Wallaroo to Snowtown line just before it was opened. The line had been opened as far as Barunga Gap, 10km short of Snowtown, with the remainder completed but not opened to traffic. A (now long demolished) flour mill was being built in Snowtown and machinery for the mill, including a 4½ ton fly-wheel, had been brought as far as the Gap by train but could not be sent further as the line was still in the hands of the contractors.

Neither the SAR officials nor the contractors could be persuaded to move the trucks but the mill owners were given the point keys so they could shunt the wagons for unloading. Then, as now, there is an almost continuous downgrade from the Gap to Snowtown so one night reliable men were put to the wagon brakes and the trucks were given a push. No official enquiries were made to discover how the wagons got to Snowtown, which makes me suspect the railway people had an idea what was about to happen when the point keys were given to the mill owners and closed their eyes.

One point of interest about the line is the 10km stretch from Wallaroo to Kadina which was originally opened as a private broad gauge line, then converted by the SAR to narrow gauge when the line was extended to Snowtown. It was again broad gauged in the Webb era, and standard gauged at the same time as the Port Pirie line.

## NSWR AD60 CLASS VALVE GEAR ADDENDUM

In this article, published last issue (June 1993), the titles on the diagrams were transposed. Diagram 1 was of the AD60 valve gear arrangement while Diagram 2 was of the Previous Garratt Arrangement - GMA type.

Furthermore, the author, Greg Morris adds:

A regional mechanical engineer on South African Railways has advised me that only one class of Garratt had the 'modern' layout of the valve gear and that this was the GEA class, of which 50 were built prior to our 60 class. The GMA reverted to the previous all direct arrangement.

The benefit of the 'modern' arrangement was for breakdown reasons in that, if the lifting link, which moves the radius rod die block within the expansion link, were to break or the valve gear reverser fail, resulting in need to uncouple the gear, the links would drop to the bottom of the links allowing the loco to be worked forward in full forward gear to clear the section. If the loco had been going tender first, it would have gone back the way it came. Valve gear components take much force and are, of course, quite heavy, resulting otherwise in repairs on-site with the previous arrangement.

The GEA spent its life predominantly running tender first with the gear set for chimney first running!

I have had no success with the ARHS and, from what I learned in discussion with a member of the Port Dock Railway Museum staff, when the Adelaide railway station was converted to a casino, the SAR archives were dumped at the local tip, with the exception of what little could be rescued.

Is there a reader who can direct me to any books or magazine articles on these two railways?

Ern Raddatz,  
Snowtown, 5520.

Sir,

I would like to bring to your attention and to that of your readers, the existence of what impresses me as being a quite remarkable collection of model railway equipment.

I refer to the collection on exhibition at 'Leuralla', at Leura in the Blue Mountains.

To someone like myself who spent endless hours drooling and dreaming over the Walther and Stevenson catalogue in the 1930s, here is the very embodiment (and more) of all those dreams and fantasies - far beyond even my wildest dreams!

The collection is spread throughout the various rooms of a large, impressive house - itself well worth the visit - and a large glassed-in 'shed' in the grounds, with which is associated an equally impressive collection of railway memorabilia (signs, seats, signals, etc. etc.) which cover a large area of the adjacent, beautifully kept grounds.

As currently presented, the collection is chaotic and incoherent (i.e. it does not say anywhere near as much as it could) due largely to lack of classification and categorisation, and which of it is working. The latter is, I suspect, largely due to a lack of knowledge on the part of the owner/s in dealing with a number of different electrical systems and with a very understandable reluctance to risk probably irreplaceable electrical and mechanical parts.

Despite these draw-backs (if they are such), the collection is well worth a visit just for the intriguing insight into past achievements that it offers and it will help you to more fully understand the enthusiasm, even fanaticism of the tinplate collector. Yes, a lot of the collection is tinplate, but there are also many beautiful precision models as well.

For my money, this collection would well rate a feature article in AMRM.

Anybody finding themselves in the Katoomba area at any time should certainly find an hour or so to inspect Leuralla and its treasures.

Pat Burke,  
Barnsley, 2301.

Sir,

One form of modelling which does not seem to figure in the otherwise extensive coverage of AMRM is the one I chose to try: ½" to 1", outdoor narrow gauge. My layout (if that is not too grand a term for 24 metres of track which has not yet carried more than a single loco) is a highly improbable early 1950s version with a Mamod engine, pretending to serve a tiny Australian settlement.

I have, in fact, progressed much further with the settlement, which at present consists of a station, a general store and 'Auntie Flo's' cottage. The latter, along with the block behind and the road verge beside the station, is planted up with miniature but live trees and shrubs. I have found this quite a fascinating aspect, with Juniperinus Communis Compressa and others giving the feel of real trees, with Scleranthus Biflorus forming believable, if far too coarse, grass.

An advantage of ½" to 1" is that 1mm equals 1", which makes scaling easy, although my original reason for choosing it in preference to 16mm

to the 1" was the purchase of the already mentioned Mamod, which on SM32 scale would require an engine driver something under 5' tall! The main disadvantage is the shortage of model railway supplies in this scale (especially in Australia where I know of little, if anything) and the high cost of what is available. But there are compensations, firstly in that it is a good scale for the aforementioned trees and shrubs (I don't think you could find much suitable for HO!) and there are a number of low-cost ½ scale vintage cars and trucks available.

A recent problem has been the cessation of Mamod production in England, and my own need for two new pairs of driving wheels as I have lost the original quartering on the axles and have found it impossible to regain. In the classifieds, anyone interested can find my ad offering to swap the 'as new' two pairs in Gauge 1 which came in my kit.

Finally, let me just explain my reason for writing is that anyone looking for something different, especially if they also have an interest in gardening, may find this a fun way to go.

David McKechnie,  
Yarra Glen, 3775.

Sir,

I hope this small piece of information may help a little in the current FS/BS coach dilemma.

Carriage FS 2128 was photographed 18 months ago at Cowra sitting with other rollingstock near the old Cowra Station. It certainly fits into the 2/37 contract with its deep recessed doors, while FS 2017 is part of the 3801 Ltd set and it also fits its contract 4/34 requirement for shallow recessed doors. This photo is a bit dark but if you look carefully, the steps are under the chassis with no wooden step on the outside.

Only now do I realize there is a difference after modifying at least ten of my Powerline cars as per FS 2128. I don't think at this stage I will go as far as moving the doors in by 0.6mm because I would hate to be seen to be suffering from anachrophobia, as described in Mr Cunningham's column.

Congratulations on a fine publication. I look forward to it but only wish it was every month.

Ian Steward,  
Lidcombe, 2141.

Thanks for the use of the photos Ian, sorry we could not print them. Unfortunately, Ian's observations on 2017 were wrong, it does in fact have the shallow recessed doors. The quickest way to identify the differences between the two styles of underframes/doors is the door handrails. The deep recessed door style has straight handrails, while the other style has a kink in one handrail, clearing the door handle. It would appear that the table produced on page 45 of the June issue is correct. While we all share Ian's frustration having completed his FS/BS cars, it is possible that the variation is not all that difficult to create, if only an illusion. More later. - Editor

Sir,

In response to David Cooke's letter in April AMRM, concerning colours of Victorian Railway carriages, I came across the following in the 1937 VR Annual Report while researching the *Spirit of Progress*.

Under the title, *Distinctive Colours for Certain Carriage Stock*, it states, inter alia, "... the blue and silver 'Boat' train (in 1936) ... the 'Overland' Express for which a green and cream colour scheme has been adopted (in 1936) ... new distinctive colours - rose pink and moonstone grey - have been adopted as standard for the suburban electric stock. A commencement was made with the painting of the cars in November last (1936) and it is expected that the whole of the stock will be completed early in 1940."

Photos of the 'Boat' train (a standard Tait set) show it was painted a pale blue. The royal blue



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colour scheme did not appear on suburban stock until 1956 when the Harris cars entered service. Unpainted polished stainless steel appeared in 1972 with the Hitachi sets and, with the formation of the Met, green and gold was adopted as standard, breaking up the stark stainless steel look. The Com-Eng Super Silver sets appeared with orange around the front fibreglass moulding.

Referring to Peter Clark's article on the Victorian air-conditioned cars, he was pondering whether the red and silver ABS cars used on the *Overland* were painted the standard Victorian Railways red (or should it be called rose pink?). Peter's own photo shows the AB cars in the SAR regal or suburban red. (They were the same colour - different names for different trains.)

Trusting this clarifies some points.

*Bernard Clairvaux,  
Torrens Park, 5062.*

Sir,

I have been an avid reader of your magazine for many years and congratulate you on a wonderful production. I feel that I would like to make a comment that is not against the magazine in any way but to ask the question why we don't see articles from modellers featuring their home layouts showing track plans, etc. I know the magazine would not have the resources to roam the country to create these articles, so it would be up to the readers. There must be some wonderful works of art out there, and the only way most of us could see them is through this magazine. I wonder if other modellers feel the same way?

After many years of 'I am gunna build a layout', I started mine. But, after spending months scribbling squiggly lines on paper and looking at American layout designs, I was not getting very far because I did not want to make a costly mistake in the track layout to suit my operational requirements of local, SAR and Comrail prototype. I sought professional help from an advertiser in this magazine. I would totally recommend this person if anybody is in the same position as I was. But I think if I had been able to have seen the results achieved by some of the Australian modellers over the years, I may have been able to overcome some of the problems I was facing. If my layout was my total design, I would be proud to have it featured in your magazine.

Also, since the magazine is 30 years old, there must be some young and new to the hobby readers out there that could benefit from some of the early articles by the 'old masters' in the hobby; perhaps they could be re-run in a 'Novice Corner' section of the magazine?

*Dean Schluter,  
Campbelltown, 5074.*

Sir,

Many congratulations on publishing *Weather-Proof Wiring for Garden Railways* by Bill Bolton in the June 1993 issue.

How pleasing it was to find an article on one of the fastest growing areas of the hobby, but one that only infrequently has articles published about it in Australian publications - garden railways!

Bill's article deals with one of the most important aspects of electrified garden railways, and it was well written and very informative. Having had a garden railway (or, more correctly, a railway that runs through our garden) for a few years, it was great to be able to pick up a number of tips from Bill.

As Bill pointed out in his article, one of the major concerns of the garden railroader is ensuring the continuity of supply of power to all areas of the railway. I have used yet another way to overcome voltage drop through the rail joints and this method may be useful to those readers who are about to wire up their garden railways.

What I have done at each rail joint is to tap a

one-eighth inch threaded hole into the wall of the rail approximately half an inch from the end of each rail. (Into each hole will be screwed a one-eighth by one-half inch round head brass thread, with two brass nuts attached.) I then make up a 'jumper lead' of approximately one to two inches in length out of multi-strand insulated copper wire with brass eyelet connectors soldered onto each end.

The eyelet is placed on the thread, between the two nuts on the thread. The thread is then screwed into the tapped hole in the rail. The first nut is then tightened up against the wall of the rail; next is the eyelet connector; and then the second nut is screwed up tightly against the first, thus tightening around the eyelet connector. This procedure is done for both threads at the rail joint.

The result is a solidly-connected jumper lead which has proven to be an excellent, robust electrical connection that looks prototypical, and one that works! Expansion and contraction is not a problem, despite the hot Queensland sun, as the jumper leads are the correct length to allow for any movement. This method also means that you don't need to buy the very expensive rail clamps; nor do you need a 'blow-torch' to solder wires onto the brass (LGB) rail. The use of the brass threads also allows you to join your feeder wires to any place on the railway, which has also proven to be a big advantage.

This brass thread method is easy, relatively cheap and has proven to be very reliable. My main line is over 130' in length, with total trackage, including passing loops and sidings, in excess of 200', and I have no power problems.

However, one word of warning. When tapping the threaded holes, make sure they are drilled low enough so that the head and the nuts on the thread are below the profile of the top of the rail head. This will ensure they do not obstruct rail cleaners.

Thanks, Bill, for a great article and excellent photos. Please, G scalers and garden railwayers - more articles on this most exciting form of the hobby.

*Paul R.W. McGregor,  
Prenzlau, 4311.*

Sir,

Will the hobby ever be the same? On reading AMRM News in the August issue, I find that what I believed to be true, is not! There I was, scuba gear packed in the VW, heavy duty trailer attached ready to rush to Grafton. My plan was to find the TP locomotive on the river bed, raise it, load it on the trailer and bring it back to Orange. In this way I could corner all the ABC interviews and build the most accurate model ever seen in HO. The other advantage of having Fred Preston's loco in the backyard is that it would allow me to take paint samples and write a twenty page article on the topic proving what colour it is/was. After this latest revelation, Fred should indeed go to the doghouse. What next? A 4-8-0

version of the 50 class, a Walshchaert's valve gear 32 or a 2-6-8-0 Mallet with 57 class boiler? This man must be stopped!

As a gullible modeller, I fear we are being led astray by model manufacturers and rail preservation societies who do not know how to arrive at correct prototypical paint schemes and colours. What we need is a system employed by some inner Melbourne councils who list correct 'Heritage Colours' for old houses. Woe betide any gullible house owner who thinks he has the right to paint his house any colour he chooses! Orders for stripping and repainting have been issued!

Now I propose a committee be set up to regulate these things. I will volunteer to chair it because I think I am pretty right about everything. Frank Kelly would have to be on it because he is pretty right about most things. Magazine articles would have to be submitted for correctness, rail preservation societies would submit their proposals for approval and model manufacturers would also need the green light. There is much to do. For instance, all preserved 30 Ts must be returned to their original 4-6-4 tank engine form, 3642 must be painted black and reboilered, and 3801 cannot run until the correct 245 psi boiler is fitted. I suggest all rail enthusiasts wear a uniform with armband, and perhaps adopt a catchy salute? All in the interest of modellers who may deviate due to their gullibility, of course!

So, have no fear Mr Editor. Once the 'Committee for Correctness' is up and running, all will be safe.

*Roger Kershaw,  
Orange, 2800.*

Sir,

I read your article *To Cover a Multitude of Tins - Addendum* with interest. This letter is a warning to all who indulge in model making. The dangers of chemicals cannot be stressed enough. Manufacturers can be misleading with their products. A certain product may be deemed 'safe' but if used in conjunction with others, it can be lethal. The exposure level is different for most people, as a person's intolerance will differ. The reason I know this is because I am presently going through a compensation claim.

The cause:

- (a) Overexposure to toxic chemicals with incorrect personal protective equipment used.
- (b) Manufacture of some of these toxins deleted the most dangerous components of their chemicals off the 'Contents' list.

The outcome:

Approximately 80% disabled; multiple chemical sensitivity; and chronic fatigue syndrome.

People laugh and say that these diseases are 'in your head'. This comes from so-called expert doctors. Believe me, it is a reality! When you can no longer use your trade, cannot tolerate pollution, cannot live in a city, are no longer able to do the simple things in life without becoming totally exhausted, cannot think, write or add up without

### Interested in the early days of the NSWRR? Then the second one-day workshop of: **Modelling the Early Days of the NSWRR** may be of interest.

To be held at the Library of Marsden High School, Marsden Road, West Ryde on Saturday 27 November 1993, commencing at 9am, the Workshop will take the form of numerous discussions and clinics where all attendees will be encouraged to participate in the discussion.

Organised by the Australian MODEL RAILWAY Magazine, a nominal fee will be requested on the day.

For further details and registration, write to:

**AMRM - Early Days Workshop.  
PO Box 345, Matraville 2036.**

Registration closes 20/11/93.



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suffering extreme mental fatigue, it is only then do you realise how dangerous chemicals can be.

There are alternative paints on the market. Polly S brand non-toxic paints are quite safe. You may have to mix colours to obtain the right shade, but at least you remain healthy. Your health is important and so please look after it. You body is being abused by the toxins in the atmosphere daily and in our food as we eat. There is no need to expose yourself to it more.

Please take heed to this warning. I am willing to send information on most toxins used in our hobby to the editor of this magazine.

Mark Webb,  
North Nowra, 2541.

Sir,

A couple of comments on items that appeared in the August issue.

Les Penrose, in his review of the LJ Models' Inverell station kit, says "Comparison with the SRA Station Buildings Diagram Book and the Greg Edwards Data Sheet, indicates that the Inverell building was the A5 type, not the A6 as indicated."

Copies of the two sheets of the original plans that we have clearly show the buildings as being 'Class A6'. Sheet No.6 of the original plans is in respect of 'Details of Passenger Station - Class A6 - at Inverell, while sheet No.5 is endorsed 'Class A6'.

There can be little doubt that Inverell was classed as A6 at the time that it was built.

On further examination of our instruction sheet, we are embarrassed to find that, in addition to transposing the numbers of Part Nos. 4 and 6, we have also transposed the numbers on Part Nos. 1, 2 and 3, with Part Nos. 8, 9 and 10. If constructed as drawn, the toilets are in fact on the wrong end of the building, as they are in the photos which accompany the review.

We did, however, note that the toilets were on the right-hand end of the building when viewed from the rail side.

Kits packed in future will have corrected instruction sheets.

We are surprised, considering the number of kits we have sold, that this has not been brought to our attention.

We thank Allan Brown for his comment about

our kits in his notes on the Meadowbank exhibition. We have also noticed that there has been a tendency to refer to 'L & J' kits or models in recent times. We point out that there is no 'L' between the two letters which are my wife's first two initials.

John H. Thomas,  
LJ Models.

Sir,

I was somewhat surprised by Keith Seckold's letter in the August issue. His comments would appear to be astray. Since I live in Canberra, it is not practical for me to attend weekly meetings in Sydney, and I indicated that I would not be able to be part of the committee which has been working on the NSW Passenger car book for the past six years.

I have been contributing to the book continuously since the project began, and I have provided more textual material than anyone else not on the committee. I have recently provided some material on bogies, and some extracts from the Sydney Morning Herald of 1929, indicating that the original colour scheme of the *Caves Express* was in fact Blue and Russett.

Much other material, including the variation in BS and FS underframes (recently covered with some confusion in the magazine) was passed on, often through John Beckhaus.

My intention in quoting the less than two sentences was to indicate that the book manuscript was correct on this point, although David had not checked it on that occasion regarding the colour scheme of the Vintage Train. I was concerned that David's confusion in this regard could reflect incorrectly on the book as a whole, and decided to make it clear that this was not the case.

I am surprised that the publication of almost the entire RUB set text in the booklet from last year's Petersham convention, has escaped Mr Seckold's ire. Certainly John Beckhaus and I were very surprised, since some of the material that we had contributed had not undergone the final stages of checking. In particular, the dates of air conditioning of PHS power vans that I had supplied were still incorrect in that version.

Had I attempted to pass off some part of the book text as my own work, some of Mr Seckold's comments would have been acceptable. However, the correctly attributed use of less than two sentences should not have drawn such a reaction.

Peter Clark,  
Canberra, 2601.

Sir,

I am attempting to make Australian gum trees. I do not have the patience to twist wire. I have noticed in hobby shops a good representation of gum trees made from what appears to be dried flowers. What is it, and where can I get it?

Allan James,  
Surry Hills, 2010.

We believe that the plant you are referring to is Yarrow, a fast growing weed. One supplier in Sydney is Native Plants, rear 155 Taren Point Road, Caringbah. It is available in bunches, at a reasonable cost.

Sir,

Add my name to the list of people who would like to purchase one or two C36 4-6-0s in plastic.

I would like to make the following suggestions to make such a loco more affordable:

1. Leave off such invisible detail as braces on the coal bin interior - coal loads will cover this anyway! Leave off cab interior detail - this could be sold as part of a profitable 'after market'.
2. Leave some of the details, pipes, fittings, buffers, couplers, etc. on sprues to be cut off and added by the modeller as Fleischmann,

Liliput etc. have long been doing, only with even more parts left for the owner to add, making it almost a kit. I'm sure anyone who could not 'plug-in' a few plastic pieces could find someone to help!

3. Make the chimney one of the loose parts mentioned above - this would also make it easier to change chimneys. I had already purchased a Giesl chimney to convert one of my C36s to this exhaust system!

I would also like to suggest that someone make a set of scale driving wheels (smaller flanges, larger size) and valve gear for all those Lima 4-6-2s and, perhaps a super detail pack also (and a small 'bulb' of matching paint, if required).

David Hardman,  
London, Ontario, Canada.

Sir,

I have been a keen reader of your magazine for many years and enjoy the content contained therein. Given your recent remarks on using the magazine as a forum for debate, I would like to open discussion on the issue of dating our models.

Very often we are advised in articles to check photographs of the particular item that we are modelling. That is fine. However, how far DO we take the representation of that particular item from the photograph?

Do we model that item at, say 12:34.56 on 23/4/56. If so, then we should model every other item on the layout at precisely that time as well, or do we make a facsimile representation of the item as it may appear around that time.

Surely, it is nigh on impossible to model EVERYTHING on a layout at a precise point in time, or is it possible? I feel that if everything on the layout is modelled at a precise point in time, then

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## FREIGHT RAIL BLUES

The latest NSW State Rail Authority locomotives to be painted in the Freight Rail Blue livery are listed below:

4615  
42211  
4803, 4899  
48100, 48109, 48113, 48123, 48132, 48153  
8505, 8510  
8102, 8104, 8105, 8111, 8112, 8117, 8119, 8127

A correction on details supplied last issue on the repaint of 8007. The larger numbers were, in fact, yellow, not white. The colour of the pilot was stated as silver but in fact is a light silver-grey.

On the 44 class scene, the impending demise of these sterling workhorses has seen three more special liveries appear, to add to the dozen or so schemes already applied. The latest include 4446 in Tuscan with simplified wings, 4458 in another shade of blue with simplified yellow wings, while in late August 4468 was being painted in a shade of pre-candy red with authentic wings on the nose (to be confirmed) and simplified version on the No.2 end. A feature article will have to be prepared on this subject!

Details supplied by Peter Attenborough,  
Peter Clark and Ross Verdich.



# MAILBAG

you finish up with a static diorama, as once something moves then the exactness of the capture of time is lost.

Everything that is exposed to the elements weathers, as we all know. Therefore, when we take photographs of different things at different times, we are not recording precise moments in time that are relative to each other. To me, this means that the weathering/detail we apply to our models, if we take that from a series of photographs, relates to many different points in time.

I am not suggesting that we should NOT weather/detail our models, rather that we should accept that changes DO occur with time. Or am I wrong in assuming that approach?

On my own layout I have adopted the approach that if something looks right then that is

good enough for me. Nevertheless, I would be interested in other modellers' thoughts on this subject.

Garry Kahler,  
Valley Heights, 2777.

Sir,

I am about to start building both Dental Clinic cars 1039 and 1040, so have put in a lot of time getting all the details I need, including a visit to the ARHS Museum in Canberra, where both cars were some time ago.

I believe there is a drawing circulating around, showing a plan, both elevations and the open platform end and marked Code: DCC Nos. 1039, 1040. All I can say to anyone contemplating building a model of this drawing is BEWARE! and suggest that they get the drawings (Nos. 54 and 55) from the Railway Archives, where they will see the differences.

I am not sure if the real DCCs are still in Canberra. 1040 was in the shed when Neil Cram and I visited, whilst 1039 was out in the Railway Yard.

As well as the internal layouts being different, there are differences externally. For one, only 1039 had the louvres, near the toilet, for the generating plant. You will find that 1040 had an extra window behind the right hand dental chair on the corridor side, which can be easily checked from the photo in *Passenger Cars of the NSW*. There was a roof fan over the Waiting Room and it appears there may have been one over the generating plant of 1040, according to the Archive's photograph. The window to 1039's X-ray developing room was boarded up on the inside, which was still evident in Canberra. The underbody detail varied, as did the painting and lining.

So, like all models, before you start, do your homework. There is nothing more annoying than someone coming along after you have finished your model and saying it's wrong.

Eddie Garde,  
Blaxland, 2774.

Sir,

Through the pages of AMRM, I would like to thank all those who made me so welcome during my recent visit to Australia. So many of those involved with our hobby, modellers and suppliers alike, willingly gave up their time to offer assistance and advice which enabled me to achieve a remarkable amount in the course of an all-too-brief stay. My sincere thanks to you all for the help and hospitality which contributed to a very memorable holiday.

Andrew Burnham,  
Editor, Continental Modeller.

Sir,

Surely no-one could be fair dinkum in complaining about Mr F. Preston's article, *A Unique Locomotive* in the APRIL issue of AMRM. After all, railway modelling is a hobby for most of us and to me a hobby is basically something to get some fun out of. Certainly, a lot of excellent and serious research is done in the name of railway modelling, and I for one appreciate this work, but at the same time we shouldn't say that there's no place for a little foolery in the hobby as well.

If the ABC, which is supposed to be a professional organisation, was taken in by this story, well they should have looked at the date of the story and, if they didn't, or if they didn't appreciate the significance of this April date, more fool them!

I doubt whether many railwaymen would think less of AMRM for publishing this article. Most of them would get a laugh out of it; serious researchers would not be taken in; and as for the expense incurred by scuba divers investigating this 'lost loco', if they hadn't been diving on this relic they would have been diving on something else instead and the expense would still have

been incurred.

Certainly, Mr Preston did a good job on this article and I'm looking forward to next April's issue of AMRM. Perhaps then we'll find out the true story behind the building of the fireless Mallet loco, by the Phoenix Foundry in the 1890s for a Tasmanian brewery.

W.A. Pearce,  
Kensington, 3031.

Sir,

An addendum to Alan F. Watson's letter in the June issue. I have a few additions and corrections, as 18 years ago is a long time and becomes a bit hazy in people's memories.

Firstly, there were two layouts of two different years. In those days, we took pride in making a new layout every year on the premise the public wanted it.

The first layout was based on Puffing Billy and was exhibited in the Lower Town Hall. This layout was later featured in the AMRM. The first NA HO2½ locos had arrived in Melbourne. Three had been purchased so we decided to build around them. Nothing else was available in the country at the time in HO2½, except wheels from Mini trains and couplers from Kadee. Peco track had not arrived but we managed to get Code 40 nickel silver lengths of rail imported from America by Kevin Ryan.

The judges that year were from Victoria. They judged, and I was told the layout from its organising club had won. That was OK, but we had lost because we had used bought track. This infuriated me and I appealed, telling them the track was all hand-made by Laurie Williams. They told me to shut up and mind my own business as I was only an invitee and not a club that belonged to THE CLUB! I had thought that, being Victorians, they would at least know what they were looking at. All the carriages were epoxy cast (new in those days) and the fox trucks were whitened and all the goods wagons were metal fabricated. My mistake! - the story of layout No. 1.

The following year we, the Illawarra Model Railway Club, decided we would again model something different from the usual 4'8½". The first *Light Railway Magazine* had been published in Victoria. We decided to research into the NSW timber tramlines.

We spent many hours at the Forestry Commission gaining a lot of information, plus photos of the various operations where steam was used. These included Langley Vale, Mares Nest and Briggsdale. We had the Commission's blessing, as it was publicity for them.

The project settled on was Langley Vale at Laurieton on the NSW Mid North Coast. It was built by the Langley Bros. of timber and shipping fame.

All work came from the photos and information of the Forestry Commission, except the mill, as no information could be obtained. The mill at Coledale in the Illawarra was measured and built on the premise that most small mills with a

## 1993 MODEL RAILWAY CLUB LISTING

The annual model railway club listing will be published in the December 1993 issue. All submissions must be received before September 30, 1993 and must be made by an official of the club. Send details including club name and address, phone number (if available), secretary or contact person, meeting days and times and specialty to:-

Club Listing  
A.M.R.M.  
P.O. Box 345,  
MATRAVILLE. 2036

*Be on time or else your club will MISS OUT!!!*

## DIARY

Continued from page 12.

### EXHIBITIONS

**HORNSBY - NSW.** November 13 & 14, 1993 at St Lukes Anglican Church, 157 Galston Rd, Hornsby Heights. Open: 9am-5pm (Sat.), 12noon-4pm (Sun.). Includes club, private and junior layouts.

**CHADSTONE - Victoria.** November 13 & 14, 1993 at Mt Waverley Secondary College, cnr Waverley & Huntingdale Roads, Chadstone. Open 10am-6pm (Sat.), 10am-5pm (Sun.). Admission: \$3/\$2/\$7. Organised by Sussex Heights Primary School. Enquiries: (03) 807 8822.

**BENALLA - Victoria.** November 13 & 14, 1993 (Rose Festival Weekend) at Elderly Citizens Clubrooms, Fawcner Drive, Benalla. Open: 9am-9pm (Sat.), 10am-5pm (Sun.). Admission: \$3/\$1/\$7. Contact: Peter Cardwell (057) 21 9485.

**DUBBO - NSW.** November 12 - 14, 1993 at Dubbo Civic Centre. Open: 9am-4pm (Sat. & Sun.). Organised by the Dubbo Christian School with their annual Arts and Craft Exhibition. Enquiries (068) 82 0044.

**BATHURST - NSW.** November 20 & 21, 1993 at Bathurst City Hall, William Street, Bathurst. Open 9.30am-5.30pm both days.

**KURRI KURRI - NSW.** November 20 & 21, 1993 at the Ambulance Practice Hall in Lang Street, Kurri Kurri. Open: 9am-5pm (Sat.), 10am-5pm (Sun.). Admission: \$2.50/\$1.50/\$6. Organised by the Coalfields Model Railway Club.

**MELBOURNE - Victoria.** December 11 & 12, 1993, 1st Annual Model Railroad Expo, at World Congress Centre, Cnr Spencer & Flinders Sts, Melbourne. Open 10am-10pm (Sat.), 10am-6pm (Sun.). Admission: \$6/\$2/\$12. Organised by ACS Promotions, ph. (03) 481 8977 AH.

**CROYDON - Victoria.** January 22 & 23, 1994 at Community Centre Hall, Maroondah Secondary College, Brentnall Road, Croydon. Organised by the Croydon Model Railway Club. Enquiries: Dennis Pontin (03) 729 4209, or Philip Miller (03) 610 7571.

**GEELONG - Victoria.** January 28 - 30, 1994 at Centenary Hall, Cox Road, Norlane. Enquiries: Brian Chester (052) 29 8869.

**FORESTVILLE - NSW.** March 5 & 6, 1994 at the Forestville Memorial Hall, Warringah Rd & Starkey St, Forestville. Organised by the North Shore Railway Modellers Association Inc. Details (02) 451-1551 after 6pm.

**SPRINGWOOD - NSW.** March 19 & 20, 1994 at St Thomas Aquinas Primary School, 168 Hawkesbury Road, Springwood. Organised on behalf of the St Thomas Aquinas Primary School. Enquiries: (047) 51 2088 (10am-5pm Mon-Fri) or (047) 51 1692 AH.

**HOBSONS BAY - Victoria.** April 2 - 4, 1993 (Easter weekend) at the Hobsons Bay Secondary College, Graham Street, South Melbourne. Organised by the Hobsons Bay Model Railway Club. Enquiries: (03) 457 5634 (AH).

**BENDIGO - Victoria.** April 1 - 4, 1994 (Easter Weekend) at the TAFE College, 136 McCrae Street, Bendigo. Organised by the Bendigo Model Railroaders Inc.

### WORKSHOP

**WEST RYDE - NSW.** The second workshop on Modelling the Early Days of the NSW Rail will be held on November 27, 1993 at Marsden High School Library, Winbourne Street, West Ryde. Organised by the Australian Model Railway Magazine, PO Box 345, Matraville 2036. Phone (02) 311 2036. □



# MAILBAG

minimum of machinery follow the same pattern for handling the timber.

The track was built this time as 3'6" as it was now available and we felt people couldn't or wouldn't tell the difference, after last year's fiasco. But the Climax A and B type locos were handmade, again by Laurie Williams. They looked very American, being models of American imported locos, as were the Shays used on the layout (being models), as used at Canungra Mill in the MacPherson Ranges.

The layout was exhibited the following year and was judged by the same Victorian judges.

No, I did not hear the comment from the judges, "It was an American layout." I thought the photos from the Forestry Commission we had hung on the exhibition would be able to be compared to the model. But I was taken to task for being in the front of the exhibition talking to people and eating at the same time. They said "it gave the whole exhibition a bad public image".

When I complained we didn't get a free lunch as the club members did but, as a small club, we had to roster ourselves for a quick trip to the toilet, I was told if I "... didn't like it I was free to leave, being an obvious trouble maker."

In the days of the exhibition, all we got for all our hard work and help was \$30 travelling expenses, but it cost us much more money each year to make a new exhibition.

We have, as Alan stated, "never exhibited again."

I felt we were wasting our time trying to lift the standards of historic modelling and have felt very angry and hurt for 18 years by the criticism of people who didn't know what they were looking at.

I feel much heartened by Alan's letter. If he, with all his expert knowledge on history, still remembers it, it is a compliment. The Forestry Commission and ourselves knew it was correct. So did the little old lady who later on sent me another photo.

She had gone there as a girl when she was first married, long before I was born. She told me I had two things wrong:

1. There was a track in front of the mill where the photographer had stood, which led to the wharf on the river for loading droddgers (barges) with timber to go down river to load the 60 milers (coastal steamers); and
2. We had modelled dunnies. She told me that they were not that modern. They went over behind a tree.

Her words meant a lot to me who had never seen it. But it had brought her memories back to

life for her.

This layout was never photographed or written about in the Magazine. It was immediately sold to a well-known model shop in the Western Suburbs for the owner to run his HOn3½ trains on, not because of its authenticity.

So ended layout No.2.

The Illawarra Club, as I have said, no longer exhibits as an exhibiting club but we are still modelling, in our own home layouts, where we do not have to put up with adverse criticism. Even the Hon. Editor in Chief has not seen a photo of the Illawarra *Mark 8* or the Borenore *Mark 3*. I keep on changing and getting more authentic every time I write to Chris Pratten, who has to be the definitive expert on Borenore, with a farm there and who, during the steam years, loaded his stock there.

As Alan points out, the public are no longer entertained by the talents of Kevin Ryan, Laurie Williams, Graham Ball, Barry Gash and Rod Parker. Thankfully I no longer get ulcers or care about what the 'Anachrophobics' of the world think, as Ron Cunningham defines these people.

The old saying still applies that "THEM that can, gets on and does, while THEM that can't write books or criticise the others".

Thanks for the banquet, Alan.

Ellis Eyre,  
Scarborough, 2515.

Sir,

I have read with interest Bill Dive's article *Standards for HOn3½* (AMRM August 1993) and wish to make some comment as a representative of a (very) small group of Kiwi modellers who, in spite of the almost overwhelming presence of Sn3½ in this country, still believe that HOn3½ is a better choice!

Some time ago I discussed the matter of wheel standards with Graham Selman (Mr North Yard) with the result that we arrived at the same conclusion as Bill Dive, i.e. that the NMRA HOn3½ standard, +1.5mm where appropriate, was probably as good a standard as any to aspire to. More recently, I have been attempting to locate a reliable source of 12mm wheelsets which meet my requirements for a series of wagon underframes that I have been designing. Concurrent with this exercise I also took the opportunity to contact a number of Australian suppliers who advertise an availability of products for HOn3½ just to see what's about. I would like to take the opportunity to thank those people who took the time to reply to my letters.

The establishment of some sort of common

standard, formal or otherwise, for both sides of the Tasman, would have some obvious benefits in the longer term.

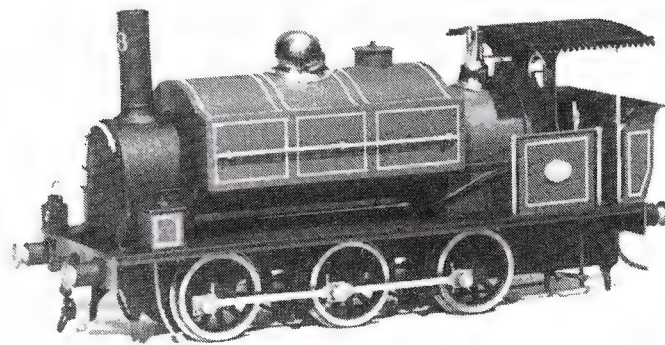
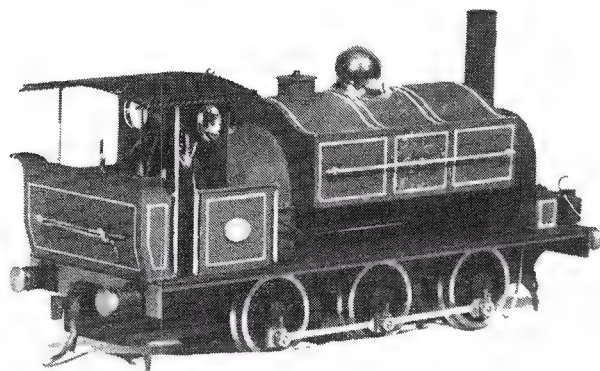
One message that I did receive from a number of quarters warned me to "beware of BEMO track; we all use Shinohara", or words to that effect and this puzzled me because 12mm gauge IS 12mm gauge, regardless of the size of the rail or width of the railhead! As I have samples of both Bemo (Code 83) and Shinohara (Code 70) track on hand (I do not as yet have a working layout) I did some measurements of my own and found that, whereas the Bemo track had a gauge of 12.0 to 12.2mm, the Shinohara ranged from 12.6 to 12.9mm. Thus, obviously, any wheels set up for the wider gauge would very likely have problems with Bemo. I must admit, however, that I have had this particular Shinohara track for some time. Whatever the underlying reasons for this discrepancy may be, the fault definitely does not lie with Bemo and any further comment from other readers on this particular issue would be greatly appreciated.

On the question of couplers, my personal preference is for Kadee 711/714s set at the scale centre-line height for NZR, i.e. 8.75mm. At least I don't have side buffers to contend with! This choice will undoubtedly result in the interior floor height being more than it should be and I'm prepared to live with that as just one of the many compromises with which modellers have to cope. Using that old fall-back, the 'reasonable viewing distance', a higher-than-scale floor is really only a problem in empty open wagons and, as we are largely in the business of modelling working railways (operating loaded wagons!), this category would usually represent only a small proportion of the rollingstock on any layout.

Finally, one last comment on wheelsets. A friend had lent me some sample British-made TT wheelsets of excellent quality which would have suited my needs perfectly. However, the manufacturer failed to respond to my letter or to any of my FAX messages over a six month period so I have come to the conclusion that they are not interested in doing business with 'us colonials'. This is a pity because I believe that these particular wheelsets would have found a ready market in this part of the world. The offending manufacturer shall remain anonymous, apart from the comment that they share their initials with a well known Australian manufacturer!

Graeme Butler,  
Wellington, New Zealand.

## The First NSW 48 Class



For many years now Neil Cram has been researching the first 48 class of the NSW. The problem has been the lack of information, as only a side elevation drawing and a single photo after conversion to a tender engine existed. In his search for information, Neil even wrote to Mailbag, his letter appearing in the August 1992 issue.

At last this research has borne fruit with the model of 48 being produced by Frank Kelly, etched builder's plate and all. Frank's exquisite workmanship is evident in the photos. The polished brass finish of the dome and safety valve cover is accomplished by gold plating. Now that the model is finished, Neil will probably locate a pile of photos of 48. Let's hope they concur with the detail on the model.



# BRANCHLINE Ramblings With Ron Cunningham

## On Time Running

Regular readers of this column of late will have probably realised that *Werris Creek* is currently undergoing a few changes. (See last issue's Rambler for example.)

Of these changes, the switch to a new, Australian designed and built command control system has probably caused the greatest interruption in the continuing move towards prototypical operation on *Werris Creek*.

Prior to this interruption, as an important part of this move towards prototypical operation, the first tentative steps in the development of a working timetable had already been made by one or two of the Ramblers who are particularly interested in this aspect of the hobby. Being computer literate they also have been able to draw on the power of the micro-chip to make this timetable development task much easier.

Fortunately, the changes mentioned previously have not stopped progress on *Werris Creek* but have merely diverted efforts to other areas until the changes have been effected.

Timetable development has now reached the point where we are ready to run an operating session to test the basic timetable just as soon as a dozen or so locomotives are converted to the new control system (which, by the time you read this I hope will have happened).

Whilst we have not yet actually used a timetable in an operating session the process of developing one forces you to think about a whole host of issues relating to how you want to operate your model railway.

Once we have tested and developed our timetable a bit more I hope to prevail upon the Ramblers who developed it to write an article for AMRM. In the meantime this column will canvas some of those factors which we have had to consider in drawing up our timetable.

I guess the first decision that we had to make was whether or not we wanted timetable running as the basis of our operating sessions.

This was not a hard decision as most of the Ramblers interested in running trains were all convinced that running trains around with no particular purpose in mind very quickly becomes boring for just about any modeller.

Some form of operating system is clearly necessary to provide a purpose and a reason why particular train movements take place.

This system could be as simple as a basic sequence list whereby train movements are listed in order with the movements being worked through one after another.

This system has been tried on *Werris Creek* several times and works well enough.

However, given the size, number of operators and number of train movements involved, it has always been envisaged that *Werris Creek* would require a proper timetable to control its operating sessions. Our desire for prototypical operation merely reinforced what would be a necessity anyway given the factors mentioned above.

Being largely novices when it came to the area of timetable development we decided to go to the source for help and guidance in our efforts.

Fortunately, we were able to obtain several working timetables for the appropriate time period (early 1970's) for the *Werris Creek* region.

In addition we gained access to some copies of train graphs used by train control at Broadmeadow for the North-west lines. The combination of the train graphs and the timetables provided us with a model towards which we could aim.

After some study of the timetables we decided that there would only be five up and five down timetabled trains. These are an up and a down North Mail, an up and a down North-West mail, an up and a down Brisbane via Wallangarra Express, an up and a down fast freight and an up and a down pick-up goods.

All other movements, principally block trains, would be run as extras as the timetable permitted. We estimate that as many as 12 to 15 extras could be run making a total of around 25 main line train movements per operating session. This is only an estimate at this stage and will need to be tested under fire to see if this density of operation can be maintained or even improved upon.

Armed with a rough idea of how many trains we wanted on the timetable we next had to consider how long we wanted each operating session to last and, associated with this, did we want to use a fast clock and if so what ratio would be used.

The length of the session was easy to determine and after a little discussion we settled on a two and a half hour session. This would involve an 8.15 p.m. start and a 10.45 p.m. finish.

The question of the fast clock is still under consideration. We certainly will be using one but whether it will be a six to one or an eight to one

ratio or indeed some other speed has not been determined yet and will probably not be finalised until some experimentation has been carried out.

Associated with this question of session times and fast clocks is the matter of how the timetable will relate to each session.

One approach would be to try to run say, a full 20 hour day in each two and a half-hour session using a 8 to 1 fast clock. If there were any holdups in the timetable this would be caught up by beginning a new day at the next session and re-positioning all trains ready for the start of the new day.

However, after much thought and discussion it has been decided that there will be no artificial end to any session. Rather trains will be left where they are at the end of each session and any late running will have to be dealt with by the next session's train controller as best he or she can.

This will also allow us to run a seven day timetable. At the rate of just under one day per session it will take around eight sessions to cover a seven day period. At one session per month it will be over six months before the same day is covered again in the timetable.

One of the main reasons we decided to adopt this approach came from our examinations of the working timetable. Not only did significantly different patterns of traffic occur on weekends but a considerable variation in traffic also occurred between days during the week. For example passenger trains often ran on alternate days in each direction. Some goods trains were conditional on certain days and of course, depending on the region, some ran only once a week.

*Werris Creek* thankfully has a much higher traffic density than this but even the 'Creek' saw conditional trains on certain days.

Actually, the reading of old timetables provides quite a wealth of operation possibilities. For example, whilst studying one timetable we noticed that some goods trains carried notations which indicated that the train was to stop at mileage 302 at 8.15 a.m.

At first we were puzzled by this instruction until it was pointed out that this was a stop to pick up school children who travelled to their nearest school in the guards van.

Again, a most interesting aspect of the prototype that will be incorporated into the timetable on *Werris Creek*.

One final example of the wealth of operation possibilities that can come from a study of timetables is the daily timetabling of a *Werris Creek* based crew to take a couple of units light engine to the ballast quarries at Ardgligh to pick up the daily ballast train for return to *Werris Creek* or wherever it was needed.

Our timetable will certainly have this train logged for daily movement.

The number of ideas that can be gleaned from a study of timetables is almost endless but sooner or later you will need to consider the nuts and bolts of timetable design.

Much of this area I hope to return to later when we have a bit more hands-on experience running a timetable but a couple of basics which we had to consider before we could start drawing up a timetable should be mentioned now.

Firstly we had to have an accurate measurement of distance between stations and also some idea of the actual running time between stations and over the length of the model railway.

A couple of timing runs and a long tape-measure soon provided the required information.

We also needed some idea of the time spent at station stops. As yet we have not been able to confirm the usual length of a typical station stop on the prototype. One of the problems is that timetables show the departure time from a station but not the arrival time. Perhaps a reader might help us with a few thoughts on this one.

The above information was required as inputs into the timetable which one of the Ramblers has developed using a spreadsheet.

We are now in a position where we can plug in the start time of a train and the spreadsheet will automatically adjust all of the paths over the model railway based on the information provided.

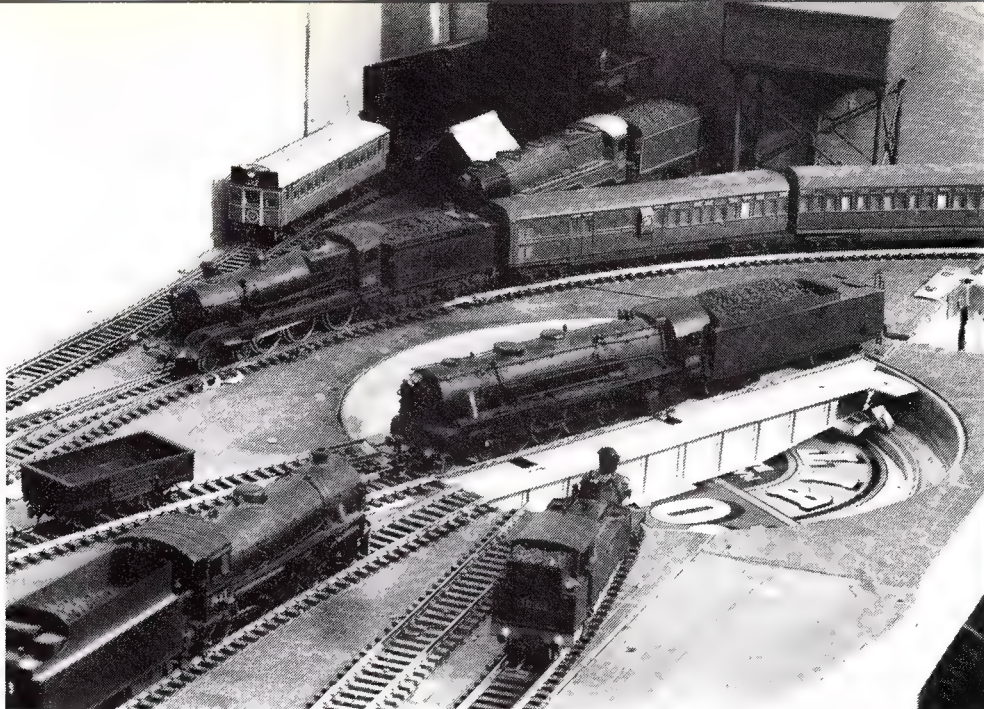
Still a lot of work required yet before we see the finished project. However, one promising sign is that the Rambler in charge of the timetable project is currently studying print fonts which will enable us to reproduce our timetable using much the same style and icons that the prototype timetables used in the period we are modelling.

Should look pretty nifty I think. We might even be able to show some of the results in this mag in the not too distant future. □



# A CHEAP TURNTABLE

by Ian Heather



For some years I had an old Airfix (now Dapol DC-1) turntable kit. It remained unassembled as it, if assembled according to instructions, bears little or no resemblance to any NSW prototype turntable and, being a pit-less type, is difficult to render in any way operational.

A year or so ago I was in an el cheapo bargain shop and, for the princely sum of \$1, bought a 30cm beer tray. This makes an excellent starting point for a turntable project - I had tossed around the thought of using a small frying pan. There are a number of suitable trays around. Ideally, they should have straight sides and narrow lips. The inside diameter should be no more than 300mm, with a depth of 30mm. The above dimensions will fit the bridge of the Dapol kit almost exactly - it is a scale 97', and should accommodate an HO D57/58 class (just). If the tray is much smaller than this, the ring rail from the kit will not fit.

Apart from the tray and the Dapol kit (which retails for less than \$20), you will need a length of track (rails only to be used), thin black wire, a length of 3mm outside diameter brass tube (to suit Meccano wheels) and a double pole, double throw (centre off optional) switch.

If the turntable is to be in any way operational (other than by pushing it around), you will also need some old Meccano gear and plain wheels, and a crank handle.

The first part of the construction is to drill a 3mm hole in the dead centre of the tray. Assemble the ring rail from the kit WITHOUT parts 7, 8 and 9.

Next, trim the bridge deck and girders to fit neatly in the tray.

The turntable bridge is now assembled upside down' using part number 8, trimmed as necessary, and with its centre drilled out to 3mm, as the pivot. On the underside of this, I bolted a small Meccano pulley with the length of brass tube soldered in. The deck is assembled onto what is now the top of the bridge.

Next, place the ring rail in the tray and centralise.

Place the bridge in the tray and check for clearances -

washers can be used to build up the height.

The bridge supporting wheel assemblies (parts 13, 14, 21-32) are assembled and placed in the correct location between the underside of the bridge and the ring rail. From this exercise, you can judge where to glue them on the bridge and how much packing you will have to place under the ring. The packing ring for the ring rail can be balsa or cork cut to its inside diameter.

Once this was all together, I superglued a Meccano bushed disc on the underside of the centre of the tray. The copper tube should be long enough to pass through this and have a gear wheel attached.

A worm gear and cranked rod can be located using a Meccano bracket with packing. A bit of trial and error is required to get the correct meshing. The 'table can be rotated using the crank or an electric motor with a suitable drive. This latter

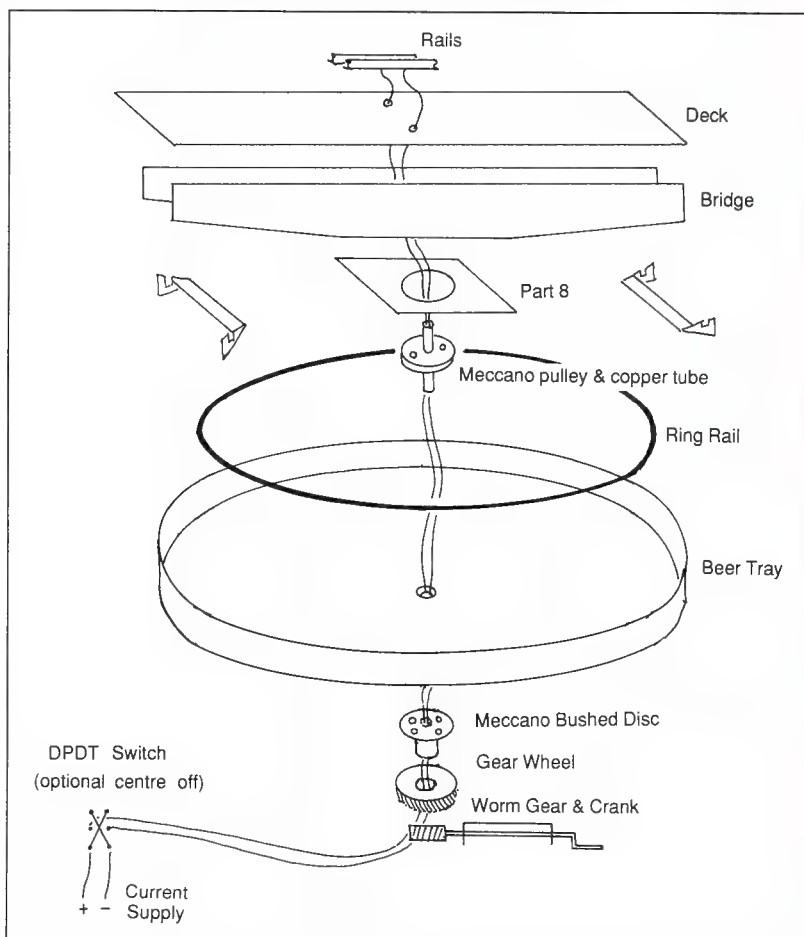
detail is beyond the scope of this particular exercise.

The track rails are glued straight onto the deck after the wire has been soldered under the centre of each, and two holes have been drilled in the deck for the wires to pass through - they continue through the brass tube. To reverse the polarity (which must be reversed each time a loco is turned), I have not gone to the extravagance of split rings but used the double-pole, double-throw switch. As I have a through road depot, I have not used automatic stops or isolating either. This may seem a bit on the primitive side, but has been used for eons at various model railway clubs - the purpose of the exercise has been to produce a basic NSW prototype turntable using an available kit as simply as possible for less than \$25-\$30.

If more complex operation or electrics take your fancy, this construction is adaptable.

Of the other structures in the photographs, the water tower is Dapol kit DC05 (tanks with roofs like this were to be found in several locations in NSW such as Willow Tree), and the coaling plant was scratchbuilt out of balsa and scale corrugated iron, and based on various New England examples.

Of the rollingstock, the CPH is a Stephen Johnson kit on a Bachmann tram chassis, the C38 is Lima with a Workshop 5 tender, etc., the Nanny is a late FSM kit, and the D58 started out as a tender drive Jouef French 141 R Mikado. The boiler is the end of a broom handle dressed up with various brass and Lima C38 bits. The C36 started life as a Modelpower MP643 Pacific, because of the hump back boiler. The smokebox is a Lima C38 with an Airfix GWR chimney, and the cab is a Prototype whitmetal kit. Both the tender bodies are scratchbuilt of plasticard. The S class is an early Berg's brass unit, and the S truck is a test shot of the Powerline model. □





# The 710 in Australia

## Part 1

**Australian National's  
DL class locomotive  
by Antony Fitzgerald.**

*DL41, CL17, GM38 and 61 trucks make up 7SP5. Photographed at Thackaringa by Andrew McInroy on 1/11/92. Note the slight dent and the developing rust in the nose below the air horn.*

*All photos by the author unless otherwise noted.*

After the BL class contract, Australian National (AN) once again expressed invitations for twelve 3000hp (2240kW) locomotives (later increased by three to 15 locos). These new locos differed from the previous two locomotive contracts, the AL and BL classes, in that they would be single ended (one control stand per loco), thus hopefully ending the double-ended flying brick era of design on AN.

These new locomotives were designated the DL class and destined for standard gauge working.

Not only would the new loco (AT42C) have a different look, but also a different type of engine (Clyde/EMD 710E3) instead of the standard 645.

A part of the SD60 type upgrade in the United States, these engines are more efficient than the 645 in that they only have 12 cylinders, as opposed to 16 for the 645; therefore a saving of four cylinders for the same amount of power, 3250hp or 2424kW.

The alternator connected to the 710 prime mover again differs from the 645 type as it is a split field AC motor that outputs its power in two ways, either in parallel or series according to operational requirements, and then statistically converts it for the traction motors which are DC.

The dynamic brake also differs from previous designs; instead of being mounted directly above the prime mover as per ALs and BLs, the dy-

namic brake in a DL is located at the extremity of the B end of the loco and uses only one large cooling fan instead of two smaller ones, as per ALs and BLs. The advantage of relocating the dynamic brake are twofold:

- 1 it keeps the prime mover cooler because it doesn't have a heat-producing dynamic brake pod mounted directly on top of it which would make the prime mover hotter than it already is, and;
- 2 it also gives easier access for maintenance crews and also much quicker cooling through the installation of 'gulls wings' roof-hatches above the prime mover.



*DL38 + DL39 on 2138, a concrete sleeper train in the Long Plains - Murrumbidgee section on 2/11/92. The dynamic brake blower motor intake grille is shown below the larger dynamic brake grille on the end of the side. Weathering detail to note is the oil leaking from the holes either side of the engine doors, peeling bogies and rusty coloured dynamic hatch.*

### On The Cover

The photo on the cover of 7AP5 taken on 19/1/91 at Yorkes Crossing, with DL38 at the head of a then typical Westliner, shows a few variations that may interest the modeller, most noticeable is two left-hand ditch lights on DL38. It is also fitted with the headboard mounting points on the nose, while the bogies were yellow. DL38 now has black bogies and the dynamic brake modification. The T.A.R. phone line poles have also disappeared. Those seeking to weather the DL will notice the level of dust which had gathered on the fuel tank after a spill of diesel fuel.





Driver's side of DL49 at Stirling North Power Station. This clearly shows the construction of the second phase fuel tank as compared to the first phase on DL41 and 46.

Observer's side of DL49 at Stirling North Station on 8 June 1992. A Phase II fuel tank is fitted, the fuel level indicator being at the B end. The bracing at the end of the tank is clearly visible.

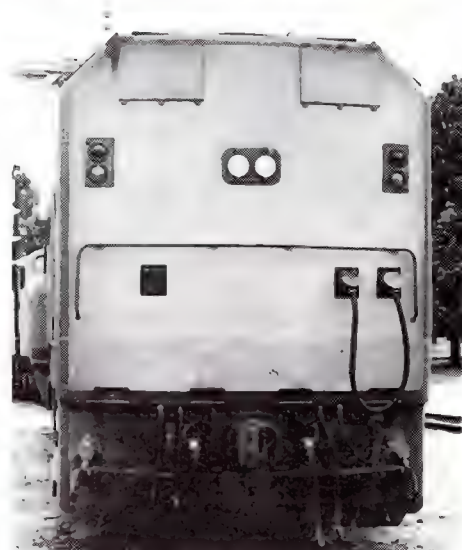


#### **Creature Comforts**

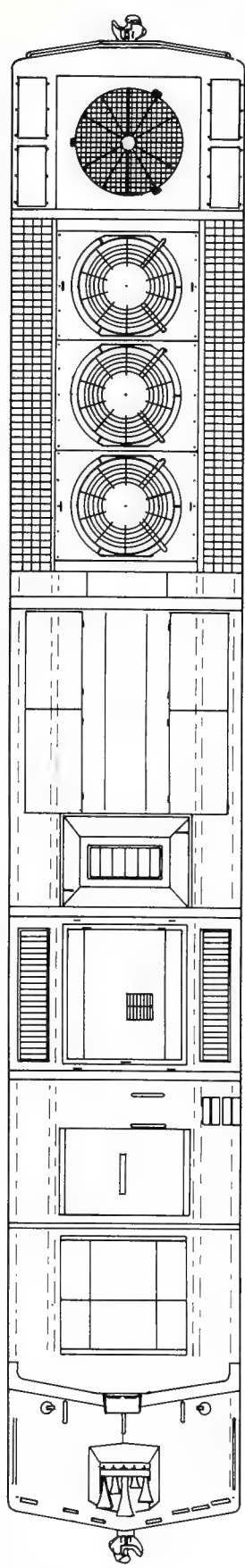
For the driver, the DL has a few changes in store from the average BL, namely the driver's operating 'console', or desk-mounted controls, i.e. 'backhoe type controls' instead of the usual control stand and the movement of the speed recorder to a more eye-level position. This loco is also the first one acquired by AN with cab

**Left:** The A end with all the equipment needed to serve on Australian National. Shown here are the ditch or fog lights; multiple unit (MU) cable; headboard holders (there are four on the nose - refer status table for other DLs so fitted); the reflective strip at the very top of the glass in the windscreen frame (it is also made of stainless steel); gap below the coupler and the recessed hose fixtures either side of the coupler.

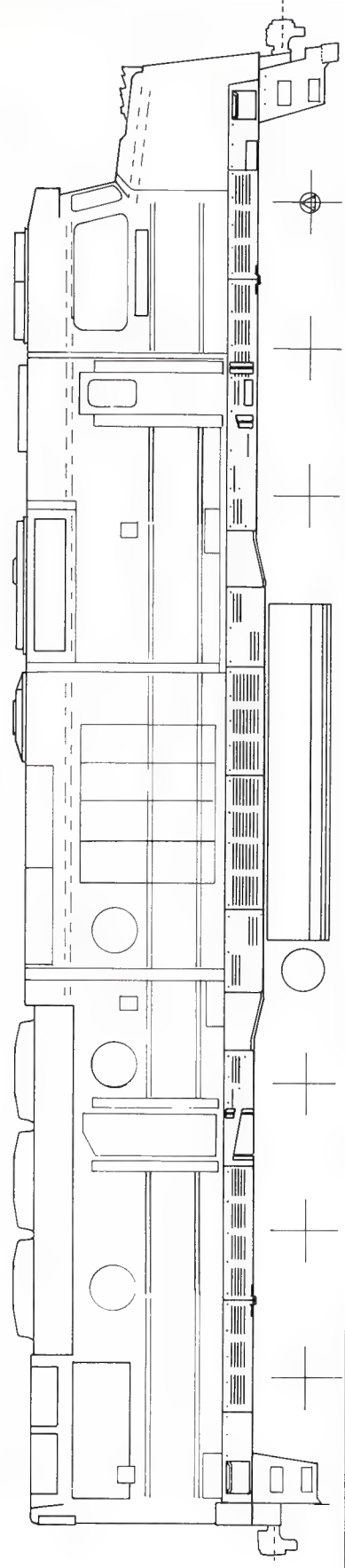
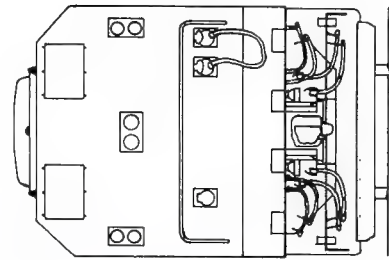
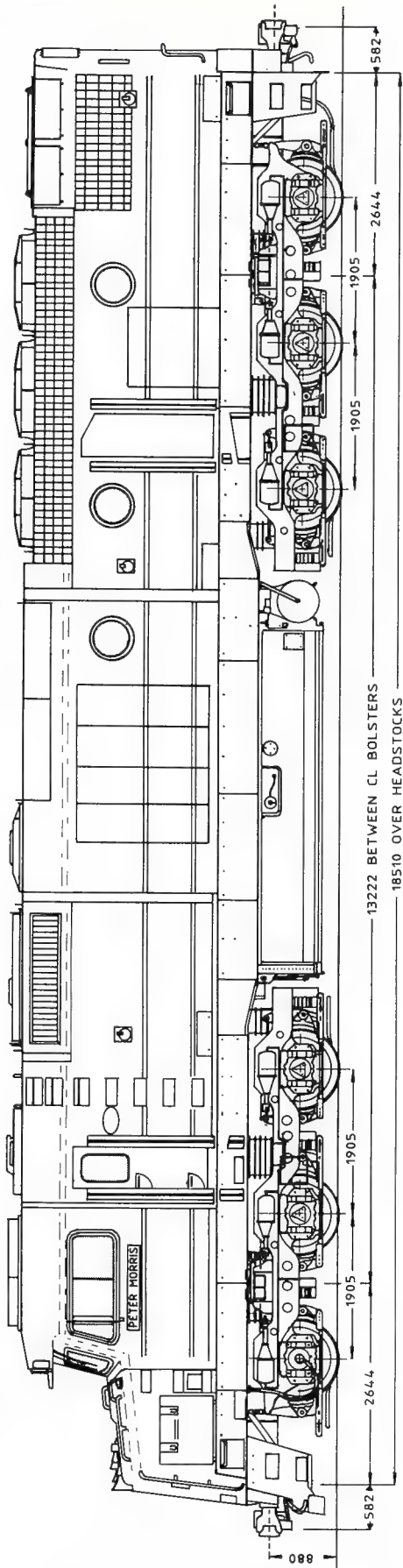
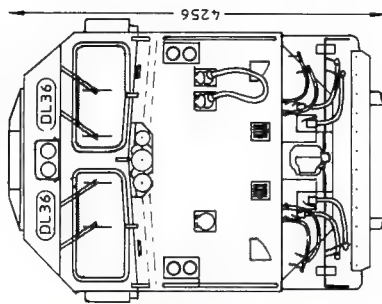
**Right:** The B end showing the black line across the base of the body, the four coupler light cavities, the full width green handrail and the twin backup lights.







2926



CLYDE ENGINEERING AT42C  
AN DL CLASS LOCOMOTIVE.  
ROAD NUMBERS 36 TO 50  
DL 36 NAMED 'PETER MORRIS'

SCALE	DRAWN	DATE
1 : 87.1	A FITZGERALD	17/12/90





**Above:** B end DL42 at Broken Hill showing the green roof panel meeting the yellow end panel. (1/11/92)

**Left:** DL39, CL19 and GM46 and the Westliner at Dry Creek South on 22 January 1991. This view shows the roof detail on the front half of this loco. DL39 shows signs of a collision with damage to the cowcatcher and uncoupler bar, with the black air hoses being replaced with white coloured hoses. One fog lamp is askew, the result of a small accident, while the head-board mounting lugs are not fitted. Also of interest is the weathering on the nose, including the scratches from maintenance crews filling the sand hatches. The nose top has a reddish tinge.

resilient mountings and vestibule. The rubber-mounted cab is connected to the engine compartment via the vestibule. It was the first AN loco to be micro processor equipped.

As this is a modern loco, it has all the mod cons, i.e. air-conditioner, refrigerator, toilet, wash basin, iced water dispenser, and now of course, is equipped with AUSTRAK radio. All this will keep the average AN driver happy while travelling through the outback.

#### Body

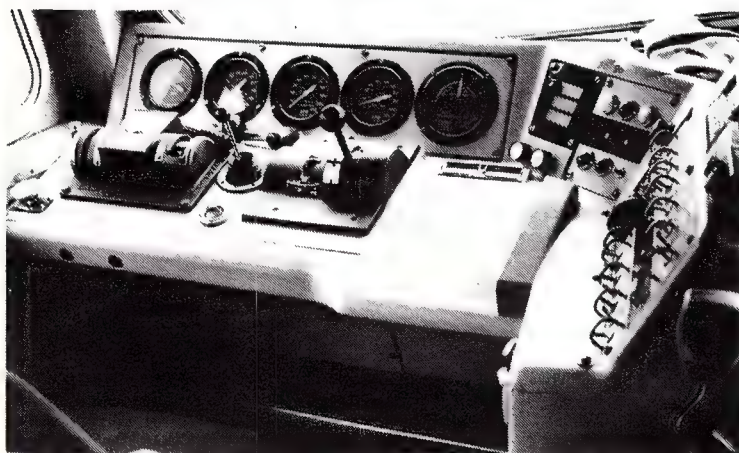
This loco was built using cowl-type construc-



AT42C 88-1249. The Clyde builder's plate of DL41A.

tion, i.e. the body of the loco contributes absolutely no structural support; this is provided by the underframe (the body goes along for the ride), directly opposite to the AN BL class in which the body as a whole is an integral part of the superstructure. The advantage of the cowl-type construction is the ability to remove any part of the body for easy access to major components for maintenance, and possibly to change major body parts (sections) or the whole power plant with the minimum of down time, thus increasing the availability of the loco.

Starting from the front and working back, the



**Left:** The driver's console of a DL. From left to right: vigilance button, brake valve controls - train and independent (levers removed), air horn control (high-low note, up-down), reverser (lever removed) power control, one to eight notches down for power, one to eight notches up for dynamic brake applications, paper workholder, train orders, dangerous goods, train load information etc., various switches - generator field, ditch, head, step, coupler, marker lights, and, at the extreme right, Austrak radio. Meters from left to right are as follows: flow meter, equalise reservoir, brake pipe, BCR brake control rear, BCF brake control front, brake pipe, amp meter load.

**Right:** The observer's or second person's controls - windscreen wiper controls, air horn and vigilance button.





DL49 heads 6284, the Ghan, in the Tent Hill - Spencer Junction section, to Adelaide on 11 May 1991. The colourful headboard is fitted to a very clean DL49. Signs of battery acid spillage is evident below the driver's cab, the original yellow liveried bogies are fitted and it has a phase 1 fuel tank.

#### AN DL Class Loads

Down	† Express Passenger (tonnes)	High Speed Goods 100km/h (tonnes)	Express Goods 80km/h (tonnes)	Up	† Express Passenger (tonnes)	High Speed Goods 100km/h (tonnes)	Express Goods 80km/h (tonnes)
Adelaide/Dry Creek-Port Pirie	1400	1200	2300	Port Pirie- Adelaide, Dry Creek	1400	1200	2300
Adelaide/Dry Creek-Port Augusta	1400	1200	2300	Port Augusta-Adelaide, Dry Creek	1400	1200	2300
Port Augusta-Cook	1400	1000	1950	Kalgoorlie- Cook	1400	1000	1800
Cook-Kalgoorlie	1400	1000	1900*	Cook-Port Augusta	1400	1000	1850
Port Augusta-Whyalla	1500	1000	2150	Whyalla- Port Augusta	1500	1000	2250
Port Augusta-Telford	1370	-	2000	Telford-Port Augusta	1370	-	2000
Adelaide/Dry Creek-Broken Hill	1300	1000	1400	Broken Hill- Adelaide, Dry Creek	1300	1000	1400
Tarcoola-Alice Springs	1650	1000	2300	Alice Springs- Tarcoola	1650	1000	2300
Dry Creek-Osborne/Pelican Point	-	-	1250	Osborne/Pelican Point-Dry Creek	-	-	1250
Dry Creek-Port Adelaide	-	-	3500	Port Adelaide-Dry Creek	-	-	3500

\* A through load of 1950 tonnes will be permitted for Port Augusta to Parkerton if a reduction of load would involve shunting and would not otherwise be necessary, upon the understanding that time may be lost in certain sections.

† Express passenger trains are permitted to run at a speed of 105km/h on timber sleepers and 115km/h on concrete sleepers.

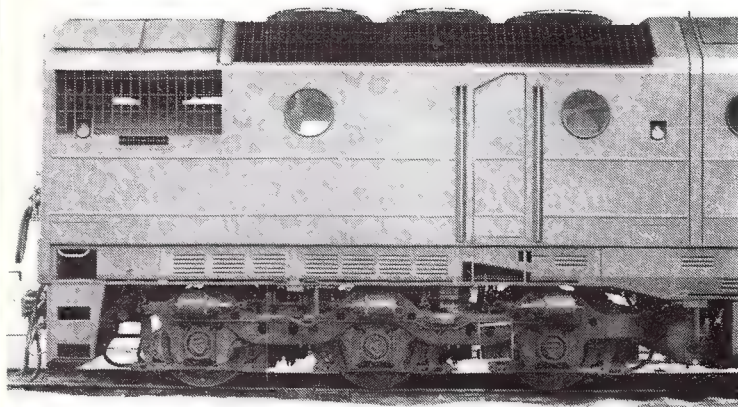
**Note:** Loading for 70 km/h coal trains, Stirling North to Telford, is 3450 tonne on down, 5720 tonne on up.

**Note:** 100 km/h express goods to Kalgoorlie, Alice Springs and Broken Hill, both up and down, are rated at 2 horsepower per tonne, as of August 1992.

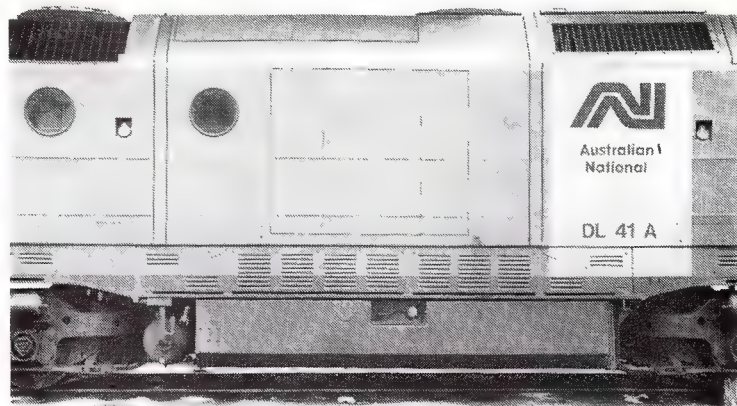
DL49, GM12 and GM42 on 1211 at Winninowie on 6 June 1992. DL49 is reasonably clean and has a Phase II fuel tank. The bogies are still yellow, while it has a yellow MU hose.







Observer's side of B end, with a phase-1 fuel tank. The small grill below the dynamic brake intake grille is the intake for the dynamic brake blower motor. The status table lists other DLs with this modification, which is only on the observer's side of the locomotive. The bogies have been painted black. Finally, note that the small louvred vents on the frame are this side only.



Observer's side showing the positioning of the yellow panel, lettering and logo, the pipework into the end of the air tank, fuel filler, fuel gauge, sand filler hatches and engine doors.

The black and white photographs were taken by the author at the Port Augusta fuel point.

first section is the nose and cab. The nose is not just there for its good looks (although some would argue that point). It houses the battery boxes that are on a quick release slide-out tray for easy maintenance, and they also provide some collision protection for the crew.

#### The Generator Hood

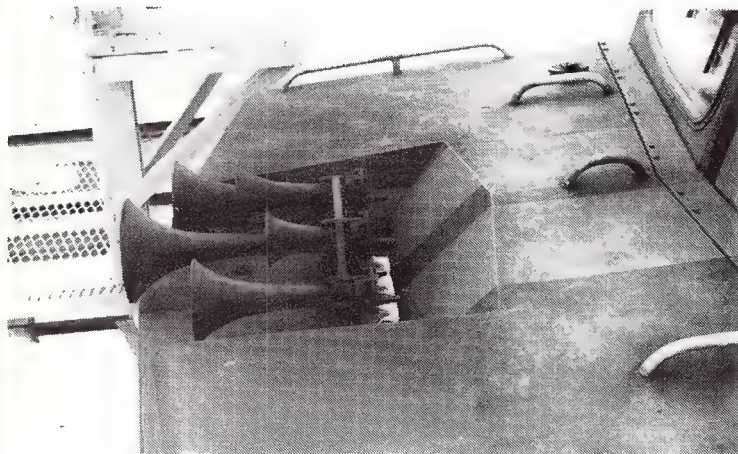
The next section is the vestibule which is the entry point for the crew and this area houses the

toilet and the electrical cabinet, microprocessors, equipment, etc., clean air compartment and, further on, you have the dynamic air cleaner (air intake) grille in the mansard roof panel.

Next is the centre section hood. This is where the prime mover lives. To facilitate rapid cooling and easy maintenance there are four folding door panels on each side and roof-mounted doors which are called 'gulls wings' by the manufacturer, Clyde Engineering.

#### The End Section Hood

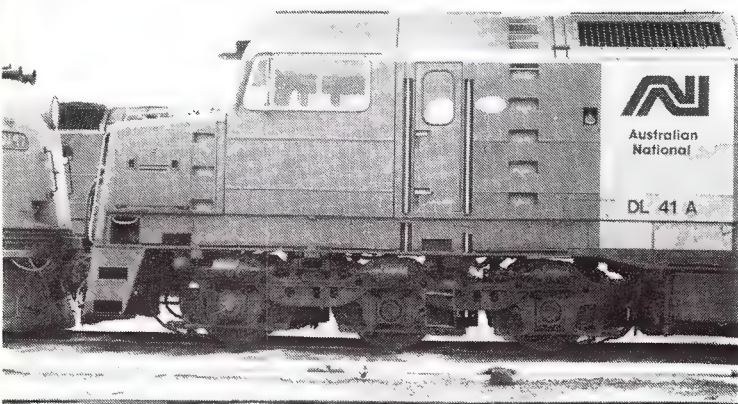
Most noticeable features of this section are the radiator pod and the dynamic brake grid. The radiator has the three cooling fans mounted one after the other. The dynamic brake grid, however, is vastly different as explained above, and SD60 blow-in. (The DL is a twelve cylinder version of a US SD60.) Not readily noticeable is the fact that the dynamic brake grid section of roof is actually lower than the rest of the roof of the loco



This view shows the construction of the air horn cavity in the nose. The yellow stripe continues along the wall of the cavity towards the nose and the position of the handrails and finally the rubber seals for the rubber mounted cab just before the windscreen.



The roof of the cab showing where the roof commences to taper down the end of the air conditioner to meet panel housing the headboards and headlights. The light deflector juts out below the twin sealed beam headlight. The join of the green and yellow paintwork to the roof grey is after the edge radius.

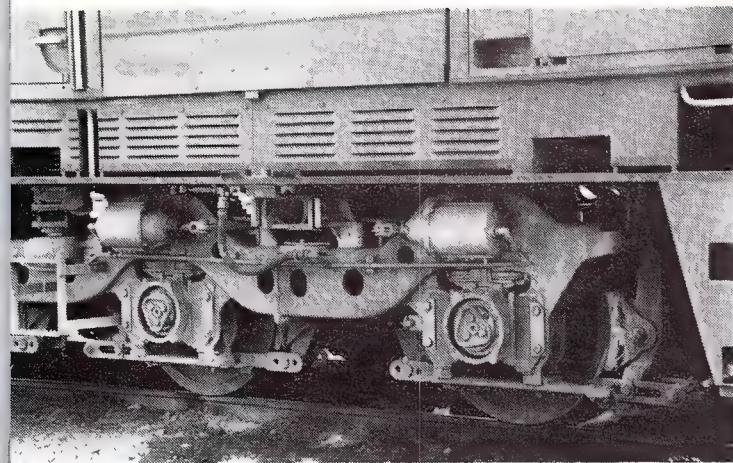


Driver's side DL41. The differences between the sides is clearly apparent. Also shown is the recessed foot steps to gain access to the roof and nose area, handrail placement and the position of the second builder's plate along with the light deflector and the speed recorder cable attached to the centre of the leading axle.



Driver's side, fuel tank area. Note handrail in the side of the foot step in the underframe and the phase-1 fuel tank. Compare the pipework to that on the other side of the air tank, the roof weathering and the louvre-less underframe.





Observer's side, A end, highlighting the bolster detail and louvered panel above.



Cab, observer's side showing the positioning of the builder's plate, handrail, two door handles, stainless steel window frame, continuation of the louvers, end of the body, side reinforcing fold lines, and the battery box door design located in the side of the nose.

(refer to plan drawing).

#### Underframe

This is fairly noticeable as the body juts slightly out over the underframe. The shape is not unlike that of a State Rail Authority NSW (SRA) 81 class but the DL lacks that 'girder bridge' look, due to use of numerous access doors along both sides instead of the 81's bracing struts along the side. One side has louver-type doors and the other side has plain doors. Presumably these doors are for easy access to the electrical looms along one side of the underframe, and hydraulic tubing along the other.

The bogies are slightly modified versions of the BL tri-mount type with the brake cylinders centred over the axles. The DL does lack some-

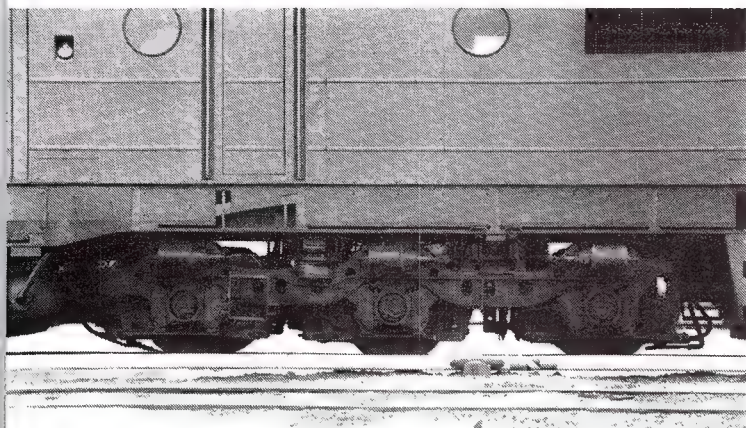
thing that seems to have been traditional with AN mainline units from Clyde Engineering, and that is the lack of an anticlimber. This absence also increases the loco's shovel-nose appearance. The position of the air horns also looks rather novel. It looks as if the Clyde Engineering blokes had, in the design stage, forgotten all about the air horns, attacked the nose with an angle grinder and then plonked the horns in place. But in reality, this is probably the best place for them. They won't bother the crew (unlike the roof-mounted horns on a BL) and they don't obstruct the crew's view in any way (unlike the CL with its nose-mounted air horns), but they do look a bit silly in this position.

For overall looks, well, the DL sort of grows on you. Its styling origin seems to lay in the US

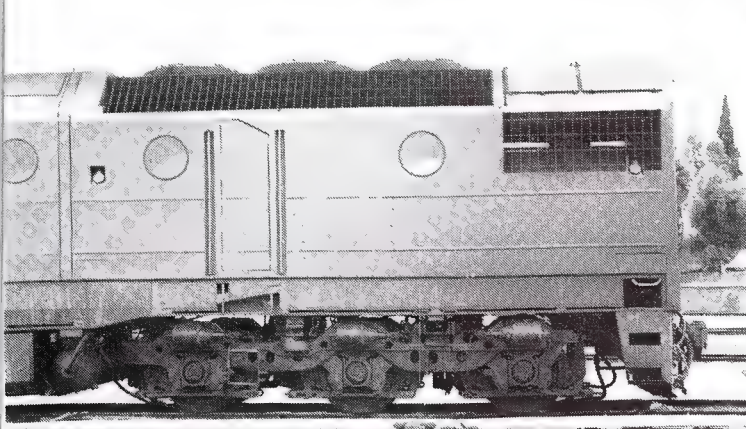
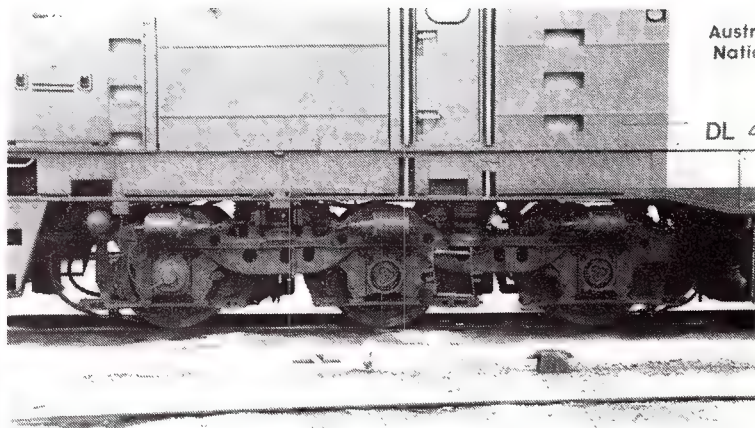
domestic F40PH or, to a lesser extent, the SDF45. In time the opposition to its looks will probably change; it seems to just be our reflection on change, and the diet of double-ended box cabs for locos that we have been fed for the last ten plus years. Like it or lump it, the DL is here on the front of trains, so you'd better get used to it.

#### Paint Scheme

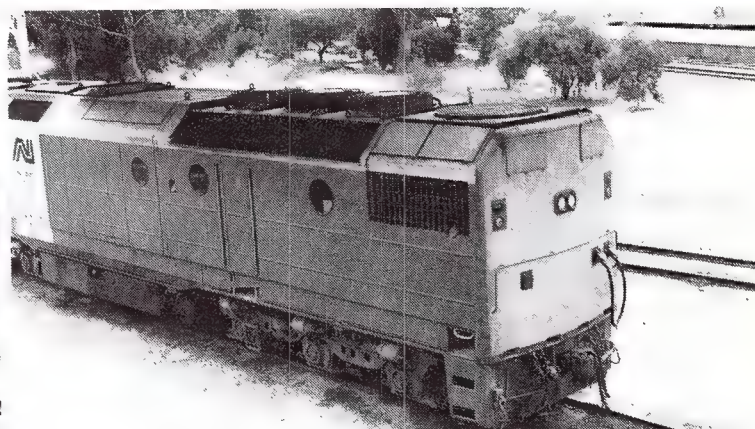
Unlike the BL and ELs, the DL was delivered with yellow feet (bogies) instead of the usual black, the only such loco class to be delivered like this. This was eventually deemed a failure as the DLs, along with the other locos repainted in a similar way, became very grubby looking as the yellow showed the dust and grit.



The bogies. Compare the positioning of the sand hoses, arrangement of the front step, positioning of the air brake cylinders, the location of the bogie steps (presumably they are supposed to be straight) and finally, the bolster detail.



Driver's side, B end showing the dynamic brake intake grill. The square plate on the left hand side of the door is bolted in place and is a feature of this side only. The sand filler hatches are recessed into the side and intake grill panels while the handrails in the step in the underframe are shown.



B end. The dynamic brake pod is actually lower than the rest of the roof but it is raised and undercut in relation to the radiator fan section. Lift rings are clearly shown. There are cavities for the handrails in the solid plate underframe.





DL50 at Port Augusta shops on 19 January 1991. It is fitted with the copper coloured reflective strips at the top of the windscreen and has one blind lowered. The uncoupler lever on the observer's side has been repaired, while it lacks the Ghan headboard mounting lugs. This also shows the lip of the underframe extending proud of the louvered panels, while the original, or phase 1 fuel tank, is narrower than the frame.

As the bogies became due for overhaul or when a bogie exchange occurred, they swapped the yellow bogies with fresh black ones. The status table lists the dates DLs received black bogies; to date no DL has received one black and one yellow bogie, unlike GM32! They are either all black or all yellow. However, after a while the black paint chips or flakes off exposing the yellow beneath giving the bogies a speckled appearance. When DL36 was overhauled in October/November 1992, it was released with black bogies, yellow steps and an overall green roof, see DL table and photos.

The delivery of the DL has caused some

changes to the AN fleet, mainly the demise of the GM1-11 fleet (except GM10 which is still Port Augusta Loco's captive shunter) and the slow movement of the BLs to broad gauge (all by the time the ELs were delivered).

#### Delivery Runs

The DL delivery runs didn't seem to follow any particular pattern, apart from the fact that they obviously got to AN via Broken Hill from Bathurst. The first two locos were hauled into Adelaide/Port Augusta and then fired up for load trials, acceptance checks and final fit out (tool fitment, etc.) (Refer table for each loco's first

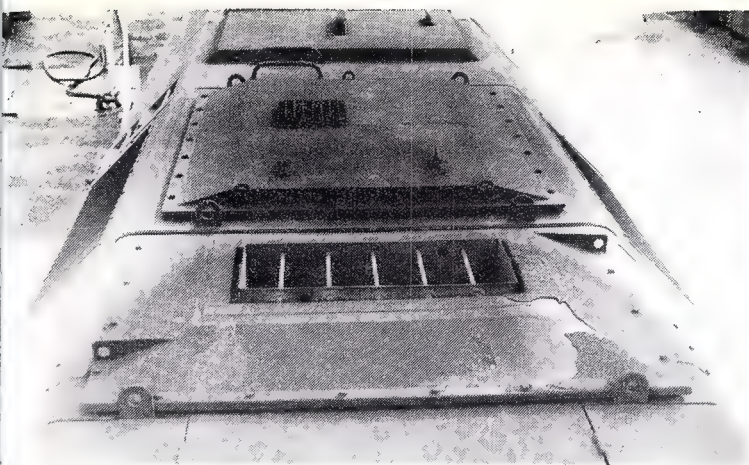
movements, delivery runs, dates, etc.)

The DLs, ELs, ALs, ANs and CLFs can now be seen at the front of most AN goods trains due to their improved crew facilities, compared to the GMs and CLs. Their duties have ranged from the prestigious *Ghan* to the slow mixed 4205 *Tea and Sugar*, and sometimes the Leigh Creek coal train (hauled by a DL + CL + GM combination). This included working the *Westliner*, which, at one stage, was so common that you could pretty well guess what was on the front of the second division of the *Westliner* on a Friday (DL + 2 CLs). So it's fair to say that anywhere on the AN system is fair game for a DL.

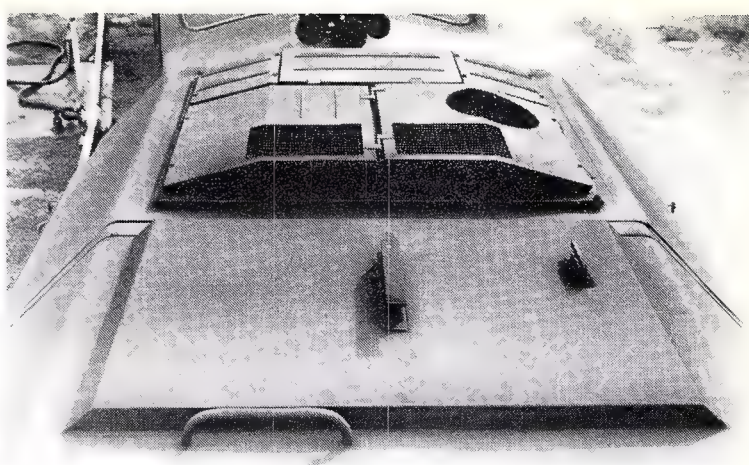


DL45 and CL12 on TSP5 at Mambray Creek on 7 June 1992. Photographed in semi-low light which has brought up all the bogie and underframe detail. Note the construction of the B End pilot bracing, the cleaned cab entry door and footstep and for operational purpose the loco number (so that they can tell what unit it is!). Note also the roof weathering before and after (front and back) of the exhaust. The soot seems to have migrated down to the top half of the second door hand rails.





The roof looking towards the A end. The exhausts has bars across the opening, while the lift rings are offset. Seen in the foreground is the very start of the 'gull wing' roof doors and the roof reinforcing fold lines. The positioning of the 'other' radio antenna and the 'help-up' handrails are to the left of the roof.



The cab roof mounted air conditioner and the radio pod. The air conditioner is the same type as that used on the last series V/Line G class. The cab rubber mounting strip is shown between the air conditioner and radio pod.

After a few teething troubles, the DL fleet has moved an average of 30km for each hour of a 24 hour day (as reported in *Catchpoint*), which means AN is utilising its fleet of DLs in a very efficient manner and the DLs are quite happily clocking up the kilometres.

Once again, AN has led the field in general interstate haulage, the DL being the first loco to be equipped with a console type control and

microprocessor controlled functions. It also started a trend in locomotive purchases for AN, of a single-ended designs, with high horsepower, low mass, advance technology and high speed.

To achieve the goal of a fleet of high-tech efficient locomotives, the DLs are part of the forty-three 3000hp locomotive replacement programme. Made up of fourteen 3000hp ELs and eleven of Clyde's new 3850hp ANs, the gradual

retirement of the old, inefficient units of the 930 and GM class is taking place.

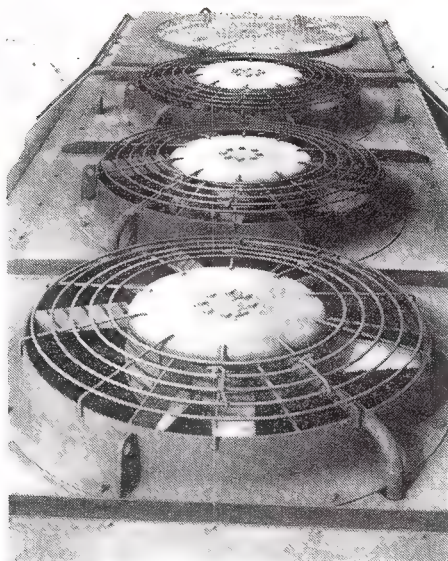
#### Modifications

The initial modifications were simple maintenance changes. The fog or ditch light assemblies are obviously detachable and interchangeable from the left to right. As noticed in the photos, the stripes of yellow on the nose of the DL, where

AN DL Class Status Table

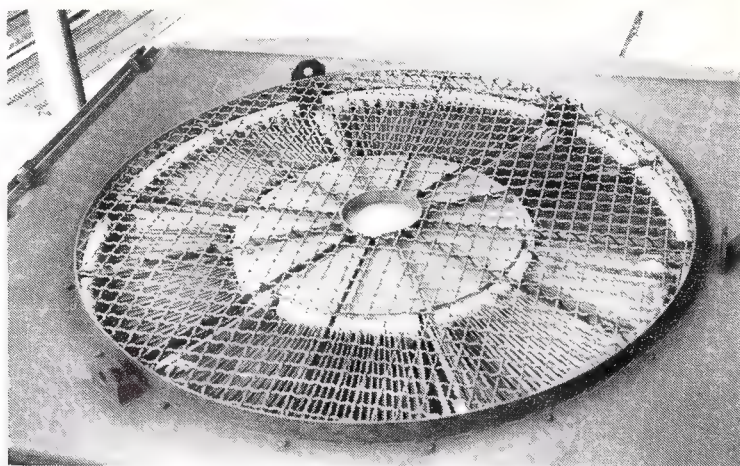
Road No.	Check Letter	Builder's Number	Name Board Fixing Points	Black Bogies	Fuel Tank Replaced	Dynamic Brake Intake Modified	Notes
DL36	Y	881244	Yes	Yes	Yes	Yes	<b>Note 1:</b> Arrived 20/2/88 on 7189 goods Broken Hill to Port Augusta with BL33 + GM30 haul DL36 + 46 trucks for 3000t. Its first light engine trial took place on 26/2/88 as DL36 hauled 603, 964, GM37 to Mile End. It then attended the Islington Freight Centre Open Day on 28/2/88 with GM1. On 11/3/88 it led 5339 to Whyalla from Port Augusta as DL36, GM21, GM22 + 30 trucks and return (18/3/88). It then ran the empty coal trail from Stirling North to Leigh Creek with 80 trucks (601 + 606 assisting), then returned loaded. Then on 6/4/88 DL36 was named <i>Peter Morris</i> at the then Adelaide Rail Passenger Terminal (Keswick). Then, for reasons unknown, DL36 was returned to Clyde at Bathurst on 7/4/92. The train was 5343 Dry Creek to Broken Hill, being hauled by 606, 956/haul DL36 + 43 trucks. Arriving back on AN rails at Broken Hill with DL37 from Parkes on 13/5/88, various tests, trials and loading were carried out, ending about 25/5/88. Overhauled and repainted with a green roof and yellow bogie steps; light engine trialled with AL18 on Tuesday 2/11/92. Departed that evening solo on 3347 for Alice Springs from IFT.
DL37	A	881245	Yes	Yes	Yes	Yes	<b>Note 2:</b> Arrived with DL36 on a goods from Parkes on 13/5/88. On 14/5/88 arrived Dry Creek from Broken Hill behind GM23 + GM15/haul DL37 + 6357. Was out of state (Broken Hill) on 24/5/92 with DL36 for lease - legal reasons. Conducted load and speed trials with AN1 between Port Pirie and Port Germein at 80km/h, 100km/h, 120km/h and 140km/h as AN1, EL52, DL37 + flats and technical test car on 13/10/92.
DL38	J	881246	Yes	Yes	Yes	Yes	<b>Note 3:</b> Arrived in Broken Hill on 17/6/88 and hauled the 6169 goods from Broken Hill as CL3/DL38 + 35 trucks (2260t) to Port Augusta, then hauled to Dry Creek.
DL39	S	881247	Yes	Yes	Yes	Yes	<b>Note 4:</b> Arrived on the <i>Indian Pacific</i> from Broken Hill to Adelaide on 17/7/88 solo.
DL40	Y	881248	Yes	Yes	Yes	Yes	<b>Note 5:</b> Arrived on 7357 goods that left Broken Hill as DL40 + 601 + 50 trucks (2550t) on 27/8/89.
DL41	A	881249	Yes	No	No	Yes	<b>Note 6:</b> Arrived on 6297 <i>Superfreighter</i> from Broken Hill to Dry Creek as GM22 + DL41 + 23 trucks (1390t) on 30/9/92. At about 1505 on 11/7/89 DL41 + GM27, running four hours late on an eastbound <i>Indian Pacific</i> service, collided head-on with <i>Bluebirds</i> 282 + 101 with a Broken Hill bound passenger service at Red Hill on the passing loop. DL41 suffered minimal cowcatcher and general fitting damage. <i>Bluebird</i> car 282 received body damage.
DL42	J	881250	Yes	No	Yes	Yes	<b>Note 7:</b> Arrived 3/11/88.
DL43	S	881251	Yes	Yes	Yes	Yes	<b>Note 8:</b> Arrived 2/12/88. On 22/10/91 DL43 + brake van, AN test van two pack wagon + 14 roadtrailer vehicles ran from Islington freight terminal to Crystal Brook return.
DL44	E	881252	Yes	No	Yes	Yes	<b>Note 9:</b> Arrived on <i>Indian Pacific</i> from Sydney with DL44, GM15 on 23/12/88.
DL45	N	881253	Yes	Yes	Yes	Yes	<b>Note 10:</b> Arrived 16/3/89.
DL46	W	881254	Yes	No	Yes	Yes	<b>Note 11:</b> Arrived 25/5/89.
DL47	X	891255	Yes	No	Yes	Yes	<b>Note 12:</b> Arrived 9/7/89. Was the 100th Clyde EMD locomotive to be delivered to AN and so attended a short ceremony at Islington Freight Centre. Other AN Clyde EMD locomotives that attended were: GM1 ( <i>Robert Gordon Menzies</i> ), CL2 ( <i>John Gorton</i> ), AL18 ( <i>Malcolm Fraser</i> ), and BL26 ( <i>Bob Hawke</i> ) and DL47, which was officially handed over on that day.
DL48	R	891267	Yes	No	Yes	Yes	<b>Note 13:</b> Arrived 1/8/89. DL48 + <i>Ghan</i> cars of classes GHG, ACC, ARL, AFC, DF, AOB, and HM operated to Sydney and return for an AN promotional function at Sydney for the <i>Ghan</i> . This departed on 4/2/90 and the DL continued as the loco all the way to Sydney and return (6/2/90). On 21/5/90 DL48 hauled a promotional freight train consist to Port Augusta, being 1 x ABFX, 4 x AKOX, 1 x AQUY, 1 x AQLY, 2 x AQEY and 6 roadtrailers. DL48 did not actually participate in the filming this time; it was DL50's turn. This took place on the Copley line to Stirling North on 24/5/90.
DL49	D	891268	Yes	No	Yes	Yes	<b>Note 14:</b> Arrived 21/9/89 on train 5169 goods Broken Hill to Port Augusta. Used for Austrak transponder testing between Dry Creek and Salisbury 25/7/90..
DL50	W	891269	No	No	Yes	Yes	<b>Note 15:</b> Arrived on 5169 goods Broken Hill to Port Augusta hauled dead behind GM46 + DL43 on 21/12/89. Hauled promotional freight train on the Copley on 24/5/90. (Ref. Note 13)



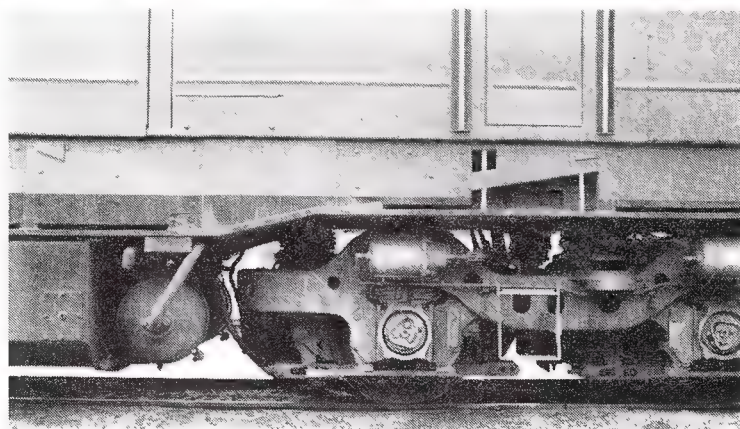


The radiator fans are close to standard EMD Q fans. The conduit carrying the electrical cables to the fan motors is in the foreground and is in a different location to that on the rear two fans. The roof of the dynamic brake pod is higher than the radiator pod, while lift rings are fitted to all fans and the radiator pod.

The dynamic brake showing the mesh overlay and the semi-star arrangement of the sub-formers of the 'egg ring' centre, and below are the vanes. Three lift rings are fitted for removal of the unit.



The handrail arrangement on the frame area and the details around the air tank of the B end only. Compare the fuel tank profile with that of DL49.



they meet the lights, are off-centre and some have yellow where they should be green. Therefore, you will notice DLs with, say, two left side lights or two right side lights, a left on the right side, a right on the left sight, or just normal!

As previously mentioned the yellow bogies have been painted black. Another modification is

Pilot of driver's side, A end.

#### DL SPECIFICATIONS

Model No.	AT42C
Road Nos	DL36-50
Length over Coupler Centres	19674mm
Length over Headstocks	18510mm
Bogie Pin Bolsters	13222mm
Overall Height over Rail Level	4256mm
Width over Body	2926mm
Bogie Wheelbase	3810mm
Wheel Diameter	1016mm
Mass	121.5 tonnes
Nominal Axle Load	20.2 tonnes
Fuel Capacity	8200 litres
Coolant Capacity	795 litres
Lube Oil Capacity	958 litres
Engine	EMD 12-710G3
Engine (Power)	
- Gross	2424kW
- Traction	2240kW
Engine RPM (Min/Max)	200/1050
Bogies	(STD) Trimount (Modified)
Main Generator Alternator	EMD AR11ZBA/D18A
Traction Motors	EMD D87BTR
Equipment Cooling	3 x 2 speed AC Motor Fans
Traction Power Control	EMD Microprocessor Logic System
Wheel Slip/Adhesion Control	EMD Microprocessor Excitation System 'Super Series'
Air Compressor	Gardner Denver Model WLN
Brake System - Air	Westinghouse WL
Brake System - Dynamic	3200kW Extended Range
Gear Ratio	67.22
Tractive Effort (starting)	370kN
Tractive Effort (continuous)	317kN

the addition of a small grille directly below the dynamic brake intake. This is only on the driver's side and is the dynamic brake blower motor intake which has been moved from the engine intake area. Originally, the air intake was off the engine room, the air of which had a high oil content. This caused premature failure in the dynamic brake blower motor so a new duct to clean fresh air was installed. This modification, which is shown in the accompanying photographs, was applied on a campaign basis so that all the DLs were modified in a short period of time. The modification dates of the individual units are listed in the DL Class table.

Finally, as the fuel tanks were prone to leakage from constant vibration, etc., they are being replaced with a rounded style, similar to those fitted to the AN class.

The DL class status table shows how quickly these modifi-

cations were applied to the class.

#### References

- Port Dock Station Museum *Catchpoint* Magazine: May, July, September and November 1988; September 1989; January and March 1990.
- Australian Railway Historical Society *Recorder* Magazine: January, May and July 1988; February, May, October and November 1989; February, March and June 1990.
- *Rail Australia* magazine, issue 18.

#### Acknowledgments

A special thanks to the following companies and individuals who helped compile this article:

- Australian National and its employees, especially Kathryn H., Graham Hunt, D. Moosha and Les Smith.
- Clyde Engineering: D.E. Butters, Ivor Scott and Paul Smith.
- Individually: Stewart Anderson, Stuart Freeman, Barry Gill, Gordon Harbour, Andrew McInroy, John Miller and Pete Smith. □





# THE PROTOTYPE PROTOTYPE

## THE NSW NTC WAGON

*Compiled by Bob Gallagher*



Railway modellers who are reasonably serious about their activities, look to the prototype for reference in their model making. But where do the railway systems go when they wish to try a new idea? They build a prototype!

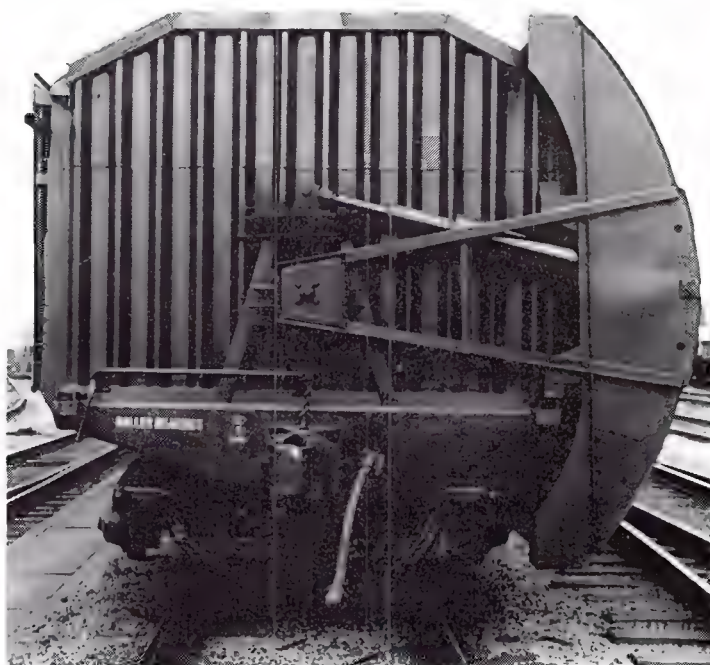
This was the case in 1964 when the NSW was looking for a vehicle to carry steel products. The BDL class of open wagon was currently being delivered by A.E. Goodwin Ltd and some of these were to be used with tarpaulin covers as a temporary measure. The BDL wagons were later altered for bogie exchange and coded BDX, then NOBX in the 1980 reclassification.

NTC 5065 was built by A.E. Goodwin on a BDL underframe. It had higher sides than the BDL and had two compartments with a space between, similar to the CCX wagon which was used for steel traffic. It was fitted with a one-piece steel roof which could be tilted to either side for overhead loading. The locking mechanism for the roof is located in the gap between the compartments. Special cradles for carrying the steel were fitted to the floor, which were visible when the side doors were open. The wagon was fitted with 2CD, top clasp bogies.

After a number of modifications and testing for 12 months, it was put into traffic between Lysaghts at Port Kembla and Dynon in Victoria.

In early 1968 the vehicle had been further modified. The ends had been squared off, the roof removed and the body converted to a single compartment and bogie exchange modifications made. It was coded BDX 5065

*The three NSW photographs on this page show the NTC as it was originally built. The similarity to the BDL wagon is obvious. The roof pivot point was secured to the end sill which extended past the end of the wagon. For those wanting to build this wagon, the height can be estimated from these photos; note the use of the BDL wagon materials with the weld line on the end panel.*





and had the capacity increased from 45 to 50 tons.

In the middle of 1970 it was renumbered to 28587, taking the number of an original BDL which had been condemned in 1968. It received the NOBX code in the 1980 freight rolling stock reclassification - the introduction of the four letter code.

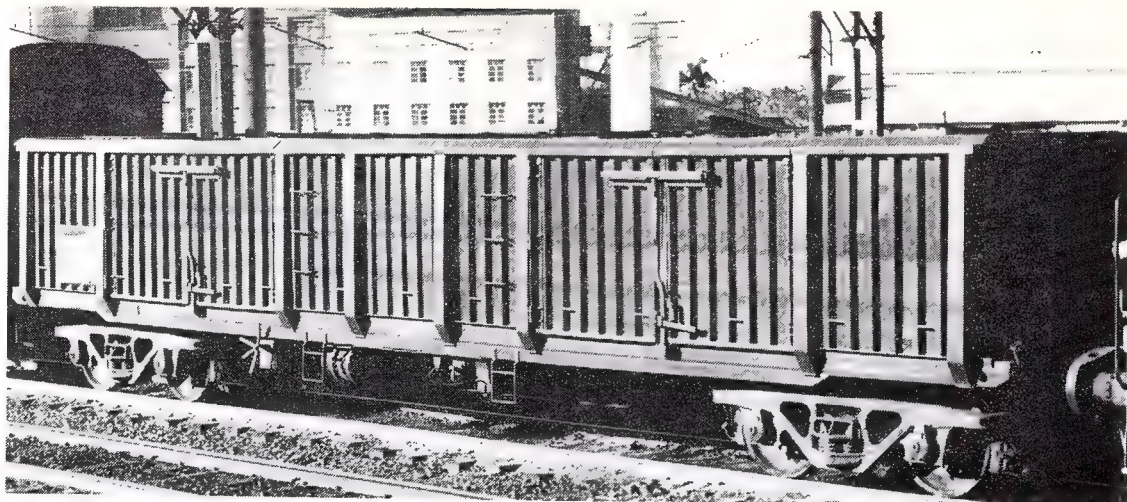
This prototype high-sided wagon is now out of service, being written off in mid 1992.

#### Further Reading

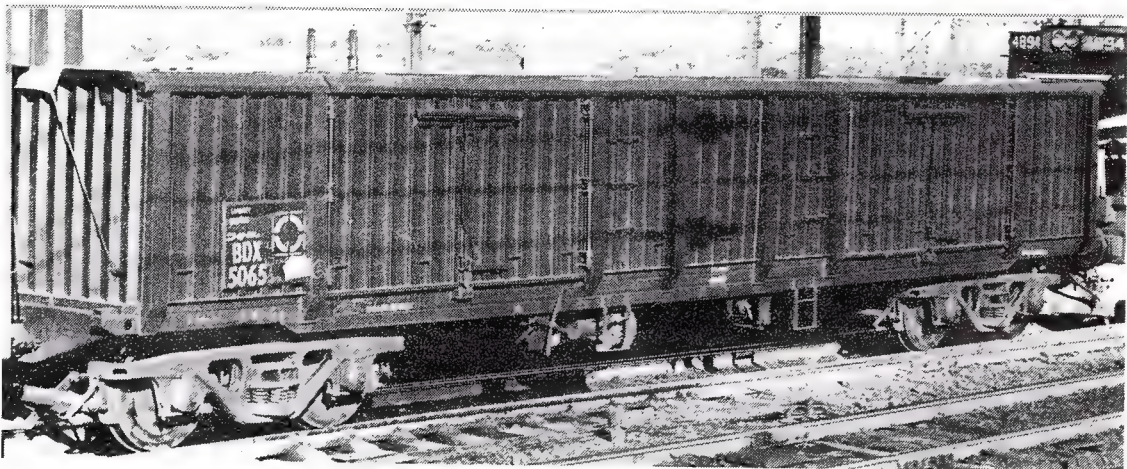
- *Railway Transportation*, 9/64.
- *NSW Railway Digest*, 9/66.
- *Railway Freight Wagons of NSW (1970)* by John Beckhaus.
- *Railway Freight Wagons of NSW (1982)* by John Beckhaus.
- *AMRM Issue 181, August 1993, Colour photo of NTC wagon.*

#### Acknowledgements

This article was prepared by Bob Gallagher from information supplied by Peter Clark, John Beckhaus, Graham Ball, Allan Brown, Phil Collins and Paul Rogers. ☐



Allan Brown photographed BDX 5065 at Enfield in the mid-1970s. It was still fitted with the top hung clasp bogies.



## AMRM NEWS

Compiled by Bob Gallagher

#### Early Days Workshop

AMRM will once again run the workshop on Modelling the Early Days of the NSWRR. With the interest in heritage modelling growing, some of the speakers involved this year include Phil Badger, David Cooke and John Beckhaus. The day has been moved to 27 November. Details are advised on page 19.

#### Back Issues

A warm welcome home to John and Betty, our Back Issue Department. After touring the world, again, they are settling back to running an efficient AMRM Back Issue section. With John away and our office/store move, a few thought-to-be-out-of-stock issues have come to hand. Those seeking to complete their collection should check the list on p.4 of each issue. The list does change.

#### The Unique Loco - Conclusion

Following the comments last issue regarding some of the negative issues in running an April Fool article, we have heard from a few more readers on the matter. Their letters are in Mailbag. We also received a few phone calls, one regrettably when we were not handy to take the call. Regardless, our diligent reader took the time to express his view to the answering machine. Unfortunately, a name was not left (or the tape ran out). While acknowledging that we do not necessarily agree with every point being made, we had the message transcribed. The message follows: "I saw the April Fool's Day article on the Unique Locomotive and my first reaction was 'They're at it again! The usual April Fool's joke.' I was annoyed at it but I couldn't believe that a whole page was being devoted to an April Fool's

joke and that I was paying for it. It appears that someone spent a great deal of time and effort on this article to make it appear genuine, in order to fool as many people as possible. What a waste! Page 15 is too important to have an April Fool's Day joke on it - a whole page! If that is Lucy's signature, to give authenticity, did someone slightly alter it? Did they get permission? I know I certainly would not like my signature altered and used to give credibility to something. Would you?

"I wonder what people outside the hobby and overseas think of us. We play with our little trains but for people on the real railways, it's a job to them. To a lot of them it's like being on a chain gang and breaking up rocks with a pick eight hours a day. But I think you'll agree most of them are pretty good to us.

"But getting back to the April Fool's joke, for many years someone on the magazine has been trying to play a April Fool's Day joke on the readers. What a way to treat their readers. But I suppose those in the know think it's a great old joke and probably laugh at my comments too and say that at least they're getting a reaction, from some idiot like myself. But these people, with their joke every year, seem obsessed with it and you wonder if they need psychiatric help!"

In concluding this topic of discussion for this year, we thank everyone who has participated and point out that, as far as we know, we did not have an April Fool's story in 1992, well not intentionally!

#### Farewell John Smythe - An Unforgettable Character

We were saddened to read in the August 1993 issue of the *New Zealand Model Railway Journal* that John Smythe passed away on the Queensland Gold Coast in June. We met John Smythe back in 1986 when attending the NZ Convention in Wellington. John's layout *The*

*Kaimana Line* was on the layout tour. We were so enthused by the quality of his work that we asked to cover it in AMRM. The story around this visit is covered on p.20 of the August 1987 issue where *The Kaimana Line* featured and, suffice to say, John and his wife Dee were most hospitable guests. He met us at the door in a dinner suit. Such high acclaim for three scruffy Aussies! John and Dee were hosting a dinner party that evening, but still permitted us to visit and photograph his work.

We will always fondly remember John, who was a pioneer in NZR modelling, sitting on a stool watching us photograph his work while his guests were three floors above. The intercom worked overtime as Dee encouraged him to attend to his duties. We also had the privilege of Dee's company for a while, where some home truths about John's antics in gaining free time to model were outlined, showing that most wives are a wake-up to the excuses we railway modellers use.

Our time of meeting John face-to-face was brief but he will remain in our memory as the gentleman host. An unforgettable character.

#### Farewell - Dean Model Railways

After ten years of service to the growing band of railway modellers in the Orange district, Joan and Barry Dean have sold their retail business, Dean Model Railways. The shop has closed, with all stock moving down the road to The Right Track at Bathurst, where Alec Warner will continue to keep the central-west modellers happy. In retiring from the retail side, Barry and Joan plan to continue with manufacturing, layout building and the model repair side of the business, as well as the other task of being a sand man. On behalf of the many who have enjoyed the benefits of DMR, may we thank Barry and Joan for their friendly service.



## Where are You?

From time to time we receive letters from readers requesting details, but are unable to help for a return address was not supplied. Recently we received an order for back issues from M. Podolych of Victoria. We will send the goods when we have the address.

## Plastic Steam Locomotives

The comment that we have seen the end of a plastic steam locomotive on the Australian scene is still drawing discussion, but not necessarily on the topic of Powerline.

Since the statement a few issues ago, two established manufacturers and two other not-yet-established manufacturers have put forward the view that they believe a ready-to-run steamer is possible.

While most have decided to work-away behind the scenes, another has decided to come into the open and let everyone know they are prepared to 'have a go' and see what response they get.

Short North Model Trains is the label we will hear about for a while. They have an advert on page 74 requesting some feed-back as to how many are interested, once again leaving it up to the modelling fraternity to respond. It does appear that Short North has the enthusiasm and ability to attack such a task so it is now up to you. It will cost you 90c if you respond now - 45c for the letter to Short North and 45c for the stamped, self-addressed envelope for the return of information.

## Thieves at Work

Thieves have struck the premises of Geelong Box Car Hobbies with some pricey items being removed. These include an Athearn F7A, a Powerline CL kit and a PSM VR N class diesel, City of Portland, N451 Register No.5. If any information on these models comes to hand, contact Geelong Box Car Hobbies or the police.

On 8 August, a representative of Scaleways was visiting Sydney when his car, and its contents of Scaleway products, were stolen. Anyone being offered these products should contact Jeffery Lo at PO Box 544, Bulimba, 4171.

## The Midnight Flyer

The comment on this subject last issue saw some interesting mail, especially for a company or two who specialise in monitoring this problem in industry. We did omit one action readers can take if their deposit goes missing, like going to the local consumer affairs department. But, it is difficult for them if the principal of the business concerned has disappeared, either literally or on paper.

## Visiting Canada

Anyone visiting our cousins in Canada should be aware of the train trip that runs through the Rockies - Rocky Mountaineer.

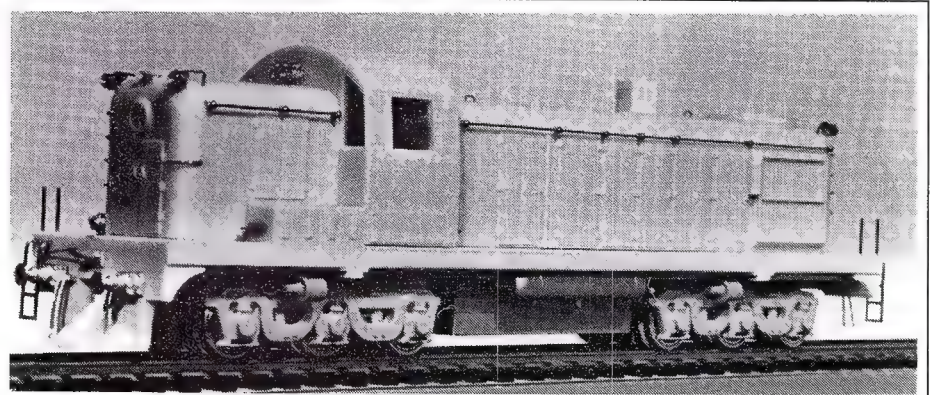
Railtours is a two-day trip which takes you from Vancouver to Kamloops and then onto Banff/Calgary or Jasper in both east and west directions. The video of this trip has encouraged me to visit Canada. The scenery is 'awesome'. No doubt your local tourist agency can help you find the 'Rocky Mountaineer Railtours'.

## Club Listing

The 1994 Model Railway Club Listing will be in the next issue. Send your details NOW!

## Sales Tax Increase

As everyone is now aware, there has been a sales tax increase in the 1994 Federal Government Budget. Putting it into perspective, if it is passed in the Senate, the increase is only 1% on top of the original 20% sales tax. If normal margins are applied, this 1% increase in sales tax



*The pilot model of the NSW 40 class diesel electric locomotive, to be supplied in kit form by Lloyd's Model Railways, was on display at the Petersham convention. The HO scale one piece body will be pressure cast in 'milky bar' resin while the mechanism will be from K&M.*

should only add 8½c to the price of a \$10.00 item.

## Prototype News

The last few months have seen an influx of new vehicles for the various railway systems. Deliveries include Australian National's AN class loco, the freight version of the CL class loco rebuilds (CLF), a few Sprinter railcars cars for V/Line, and a two car Explorer set for the NSW SRA Countrylink service. The new vehicles will no doubt tempt the modern era modellers. For the record, a HO scale AN loco, built by Antony Fitzgerald, was on display at the Adelaide Exhibition, and Far North Hobbies have completed a pilot model of the AN class.

## Commercial News

New products-wise, June/July was a busy period. First onto the scene was the Powerline reverse livery 48 class, followed by Steam Era Models' VHGF grain hopper kit, Trainorama's VLX louvre van and AR Kit Co's NHHF and NHGF coal/grain hopper kits. These were followed by a number of new kits from the cottage industry, at the Modelling the Railways of NSW Convention at Petersham. Of the new products, most were easy to obtain, except the VHGF. In Sydney, only a few were on display, and yet many wanted them. Are our hobby shops keeping up with our requirements?

Lloyd's Model Railways have advised that the 40 class diesel locomotive, which will be available as a body only kit, or complete with the K&M mechanism, will be on sale in September/October. The BHG/SHG brake van kit should be available at the Liverpool exhibition. Their Shell oil tanker kit was so popular, that the run of 250 units has sold out. This has left a number of modellers, who were slow off the mark, disappointed. But, then, that is the nature of a limited run.

Footplate Models are still working on the pilot model of the 57 class but still hope to have the kits available at Liverpool. Their next model will be the 58 class. Details are in their advert on p.7. Next year we should see the 35 class, as it was seen running in the latter days of its career. Models of the 35 class and the original loco, the NN class, were on display at Petersham and will also be displayed at Broadmeadow and Liver-

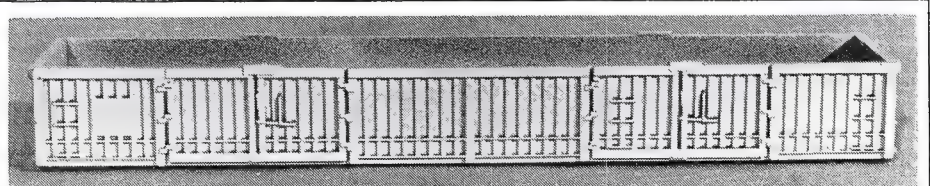
pool. If you are interested in the NN style, let the Footplate guys know for, like the roundtop 36, they need to sell sufficient to cover their production costs. If produced, the NN will be the first pre-1920 NSW steam loco in HO scale on the market. Heritage modellers are now being offered an opportunity to put their money where their mouth is!

With the release of their reverse livery 48 class diesel locomotives, numbered 4832 and 4825, Powerline are preparing for future releases and to date have received a number of pre-production samples for inspection. These include 4803 and 4807, in Freight Rail Blue livery, coincidentally the first two 48s to be so painted, and EFS 2090 the FS coach painted in the 3801 Ltd livery. This model will be packed in a special box, again reflecting the 3801 Ltd theme. Powerline are also gearing up for the release of their electronic accessories which will include controllers, level crossing light flasher, capacitor discharge point unit and an automatic station stopper.

It was as a budding student that David Foulkes, now the proprietor of Steam Era Models, earned some pocket money by producing bogies for McBees, who were then fostering the growth of HO scale VR modelling. One of these whitmetal castings was the six wheel E car bogie. Times have changed. McBees are now long gone, but David has once again produced the E car bogie.

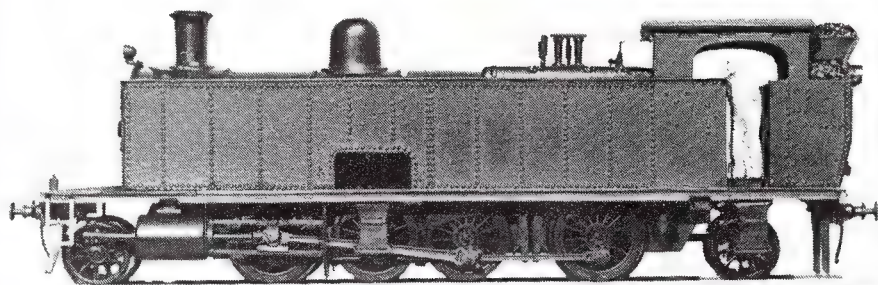
This time around the bogie is of moulded styrene, complete with delrin bearing and spoked wheels and, naturally, released under the Steam Era Models label. To accompany the bogies, SEM have also produced the VR E car, as a kit. These consist of (SEM) VR W car components to be cut and spliced, which leaves the AE sixteen scale inches too long and the BE short by eight scale inches. These discrepancies are less than 2% of the correct 71'0" length. The clerestory vent covers, truss rod anchors and ice hatches for the roof are, like the bogies, injection moulded, while the queenposts are investment brass castings.

With the release of their first model, the HO scale VR VLX louvre van well in hand, Trainorama have advised of some future releases, the BDY/NODY and the MRC refrigerator car. Samples of the NODY are to hand and a fine model is to be expected. One feature is the

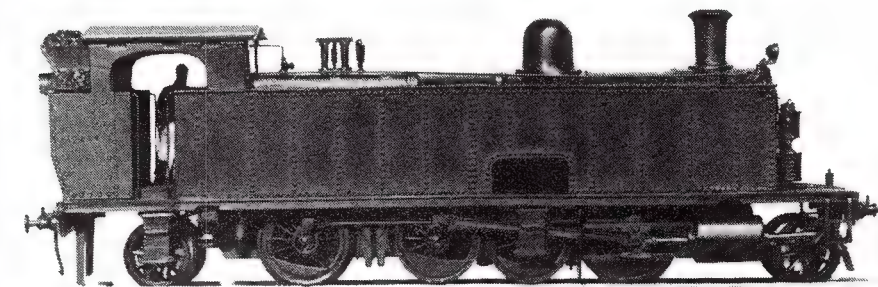


*A brief look at the test moulding Trainoramas' HO scale BDY/NODY open wagon, which is scheduled for release at the end of the year.*





The South Maitland Railway's 10 class locomotive, or a bob-tailed T. Originally a Finescale Model's (FSM) kit it is now produced by Lloyd's Model Railways, using the FSM patterns but having an etched brass chassis, Romford wheels, Mashima motor and NWSL gearbox.



attachment of the brake detail by plug fittings. The MRC will be representative of the early series which has the end ice bunkers only, represented by an ice hatch each end of the roof. The first release of this model will include the very popular 'Nepean Milk' sign each side.

Precision Scale Models have received the VR R class locomotive, with only a few models remaining unsold. The pre-production samples of the NSW SRA 422 diesels have arrived, with the errors shown in the pilot model corrected. PSM hope to display these in September.

Their next diesel project will be the Australian National CL class, which is scheduled for production in late 1994. Five versions are being considered, including the two rebuilds CLP and CLF. AN have taken delivery of a couple of CLFs, the freight version, with the first CLP due soon. The passenger version (hence the 'P' in CLP) is expected to haul the *Indian Pacific* for its full journey length - Sydney to Perth. It is understood that a Brisbane to Perth journey is under consideration. This will make the CLP a real Australian loco, and an excellent choice by PSM.

PSM are about to release a newsletter which covers their plans for the next few years. Included in this will be the VR flat top T diesel Electric and VR steamers J, A<sup>2</sup> and K. PSM caters for a small market but they do their task very well. The NSW 38 is due late 1994, along with a set of RUB coaches. In 1995 they plan an MHO van, NCR set, some side loaders and brake vans. Also scheduled for late '94 is the VR E cars with the VR Inter-urban Vintage cars scheduled for a mid-year release. The VR CE van is due next February, along with a VR four-wheel water gin.

Last issue, in commenting on the release of the Steam Era Models VHGF grain hopper, we mentioned the previous release of the kit by Broad Gauge Models. Unfortunately, our description was not accurate. The kit released by Broad Gauge Bodies was the VHGY (GJF/GJX), which had the code of BK35, which is still available in their extensive range.

Broad Gauge Bodies have released their SAR 800 class diesel kit which is designed to be powered by an Athearn SW7 cow or calf. They have also released the VR CW baggage car and will shortly release the Series Z styling of this car

which has plain doors.

Another hiccup last issue was that we appeared to invent a new locomotive class. It was unintentional but no doubt a few Queenslanders had a chuckle at our expense. In the caption to the Black Diamond diesel locomotives we gave the class as a 1450. It should have been 1460 and the QR centenary loco should have been 1461. The 1460 class was the first produced in model ready-to-run form by Black Diamond Models. The first model was 1460, as featured in the p.12 photo last issue. Other classes produced by BDM include 1450, 1400, 1250 and the VR Flat top T class. A 1450 class is illustrated adjacent, no doubt for the benefit of this writer.

The release of Steam Era Models' VHGF grain hopper brought an immediate reaction from Southern Spirit Models, a newcomer to the hobby. SSM are releasing a detailing kit for the VHGF, the cast metal parts providing for the brake pipes, shunter's step, etc.

The VR N class steam locomotive is being produced by DJH in the UK for Broad Gauge Models. Also catering for the SAR market is their 750 class, the HO scale kit being scheduled for a January 1994 release, with the pilot model due in October. BGM are now in the design stage of their water tank and coal stage, with an early 1994 release planned. The C van kit has been put back to mid 1994.

N-Trains have re-released their N scale four-wheel van kits and, for good measure, have added the Powder Van (PV) to the list. The ABV, CV and PV are designed to fit the Peco 10' wagon underframe.

The F351 class locomotive kit from Berg's Hobbies has been delayed a shade but patternwork continues with the kits expected by December. The kit will have an etched brass chassis and multi-piece whitmetal body, although the number of components in the box will be limited due to a new production technique. At the time of going to press, we have not been advised if the kit would include the option of both boiler/smokebox styles.

VR Models have taken over production and sales of the SR 930 class dynamic brake silencers, formerly produced by Pool Power Products. The cost of these remains at \$5.30. VR Models

have released a BP logo set for oil tanks and shortly will add to the VR loco numbers with a pack containing the C, P and A classes.

Fiddleyard Models advise that the second batch of VR X class diesels is on its way from DJH.

No-one in their right mind would be a manufacturer of model railway equipment. There are so many pitfalls just waiting to entrap the unwary. This is the case for all, especially the inexperienced. Railmotor Models was one of many who have been caught out by acting in good faith, but finding their sub-contractor not quite up to expectations. As a consequence, Railmotor Models are looking for a new manufacturer for the AOOX (GOX) Australian National gondola kit. Their planned second model, the VHGY or VR JQF stone hopper, is still in the planning stage but may now eventuate as RM's first model. The JQF is a bogie hopper, as used to carry ballast from the quarries, like the Apex train.

Eyre Railway Photographs have released a small range of Flashing Rear End Markers (BOGs etc.), in HO scale with an N scale in the pipeline. The flashers are also available as lapel buttons, in the form of railway crossings, semaphore signals, Santa train, etc.

The new owners of Scaleways have started out with a big effort and now have a good stock level in most outlets. Their HO scale NODY open wagon was released in August and this will be followed by the three door VR QR (VOWA) timber bodied open wagon kit in September and the four-door version in October. Other scheduled September releases include the VMAX car carrier and the VR lineside signal cabin, all in HO scale.

Ian Lindsay Models have released the NLDF wagon and the BWF wheat flat kits, as well as a brake shoe pack and a BSR/RBS roof conversion kit which has the Fletner vents, torpedo vents and the flat venturi vent for the roof of their buffet cars.

Atlas have released a number of new items for N scale modellers. Along with an extensive range of parts, there are the ACF four-bay centre flow hopper and the USRA 2-8-8-2 articulated locomotive. The hopper is available in six liveries (BN, UP, Con, ADM, Naschen and Carlon), as well as a three-pack ADM - and, of course, undecorated. The loco will be available in nine liveries including undecorated, SF, RG Flying Letters, RG Scenic Line, Clinchfield, N&W, NP, Pennsy, UP and Virginia. Only 2500 are being produced of this 1919 articulated loco. Atlas have worked very closely with Samhonga to produce this die-cast chassis loco which has moulded plastic cab, tender, cylinders and pistons, all attached to the die-cast boiler. Factory installed Micro-Train couplers (Kadee) are included.

Uneek have released a set of metal castings for SRA speed sign stands, the pack also including a number of signs.

The NSW Rail Transport Museum are to enter the video scene commencing with 'The RTM Story'. Pfoessionally produced, the video will cover the history of the museum, although the title suggested has not been confirmed.

The next publication from the NSW RTM will be Keith Ames life story *Reflections of an Engineer*, which is due for release in September.

Eveleigh Press is currently working on *Byways of Steam: 7, the lead story being the Broken Hill locomotive depot*. *Byways 7* will be released prior to Christmas.

Kalmbach Publishing have released a number of the Greenberg Publications collector books in recent months

## Finally

Due to a limitation of space and the large number of letters and review items received for this issue, a few of each have been held over to next issue.



# REVIEWS



*NSWR enginemen's barracks kit in HO scale by Stephen Johnson Models.*

**NSWR Barracks kit in HO scale by Stephen Johnson Models, PO Box 1534, Orange, 2800. Price: \$40.00.**

Barracks are largely synonymous with locomotive depots, although they were not uncommon in remote stations and towns. Merrygoen, for example, had a small barracks, in which Wal Jenkins lived for a while as outlined in his life story in the article *The ASM in Byways of Steam 6*.

Their purpose was to provide overnight or short-term accommodation for locomotive and train crews or, as above, station staff. Barracks came in many shapes and sizes, from the large dormitory buildings to the smaller single sleeping room concept as portrayed in the kit under review.

SJM has released a barracks kit, based on the former ferro-concrete one at Warialda Rail (NSW). It is of a building comprising a bedroom, a bathroom and a kitchen. Cast in polyurethane, the kit consists of a front wall with three doors, a rear wall with three window openings, two end walls (one with a chimney), two sections of pitched corrugated iron roof, 22 concrete footings, three front steps, one water tank, one simulated brick base for the tank, assorted timbers for the tank base and roof fascias, and wire for the downpipes. The actual window frames are in etched brass and have the top frame overlapping the bottom one. Very nice, indeed.

The dimensions of the building are 34' long by 13'6" wide, and it stands on footings of 12".

Assembly is simple, with the only flash being in the window openings. Superglue is the bonding medium for the polyurethane, with contact cement for the brass windows and glazing. A touch of superglue will hold the downpipe in position.

Essentially, the kit is nothing more than a box, standing on its footings. There is no inner floor, but then there's no real need for one. The instructions state that the brass window frames, then the clear glazing material be cut first, while the modeller is able to gain access to the inside of the back wall. From there on it is clear sailing.

This is one of those small buildings which add character to the layout, without dominating it. Set up in a loco depot, or adjacent to a station, it looks good.

*Allan Brown*

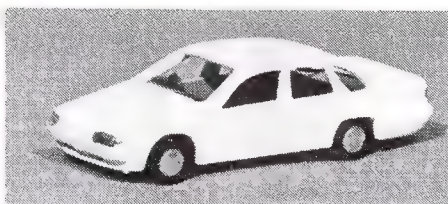
**Paling fence in HO scale by L.J. Models, PO Box 978, Wodonga, 3689. Price \$3.50.**

What can you say about a paling fence?

The kit consists of two sheets of printed card, enough to make 585mm of 5' or 6' fence. The fence is easily built by gluing the printed paling sections back to back, adding rails, then building up the posts. I notched the tops of the paling as suggested and painted all cut edges before assembling. Removal of the odd paling would also add interest.

The kit is easy to put together and makes a good model of a useful detailing item.

*Les Penrose.*



**Holden VN Commodore car in HO scale by Weico Models, PO Box 283, Reservoir, 3073. Price: \$12.95.**

The VN Commodore was released in 1990 and became a successful auto. It varied from the earlier VL version by the addition of an upswept boot lid. It featured a V6 motor and the station wagon version could really move, despite a heavy load, as experienced by a police radar encounter.

The model was supplied in an arctic white colour, with grey interior. Fully assembled, the model has silver wheels, which are fixed. Headlights are silver, while the tail-lights are red. The paint finish is superb.

The style of the Commodore has been captured very well in this model.

This is an ideal model for a post-1990 layout. The colour described in this review was that supplied in the current production run. Other colours are used for different production runs.

*Bob Gallagher*

**Fleischmann FMZ-Control 4 "Mini" Multi-Train Control System, for HO and N Scales. Distributed by Euromodel Distributors, P O Box 388, Mittagong, NSW 2575. Prices: in text.**

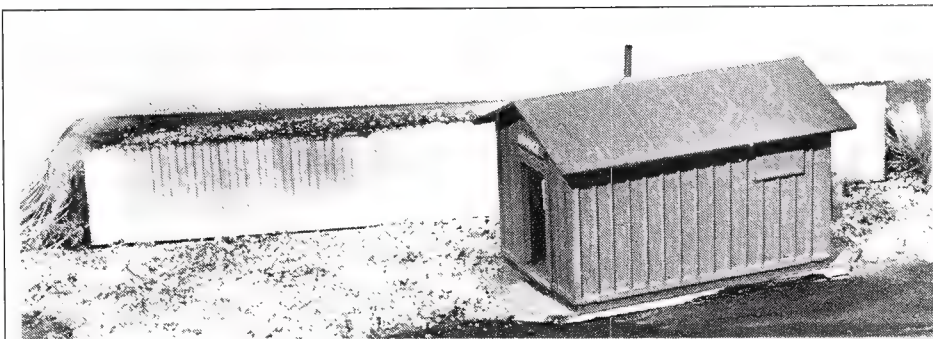
Every once in a while a major manufacturer actually listens to what modellers are saying. Such is the case with Fleischmann and their FMZ multi-train control system (command control system, if you wish). There is no question that FMZ is a superb control system, equal to the best available today, as aptly described by John Wells in his article in *AMRM* of August 1992. The major problem for ordinary folk is the initial setting up, or entry level, cost. In the case of FMZ, this is about \$2000 before you have the first train running. But the FMZ system has many features the

average Joe doesn't need or even want. The central control unit not only controls trains, but it sets various inertia levels, controls points, signals and uncouplers, turns headlights on and off, can be programmed to automatically carry out a series of train and accessory movements and even, through a connection to your PC, run the whole layout automatically. That is a lot of capability that the average person is paying for but may never use.

So Fleischmann have released a new unit that can control up to four trains at once, but excludes the above extra features. Nonetheless, it is made up of standard FMZ components and is fully compatible with the above standard system - and at about one half of the entry level price. I was asked to try this new "mini" system out and give it a full evaluation, so I connected it up to my existing HO layout in place of one of the normal cabs.

The first thing about FMZ, whether the full or "mini" system, is that you can run both normal and FMZ-fitted locos on the same track at the same time. So, you can add FMZ to an existing layout and gradually add FMZ loco modules to your motive power fleet as finance permits. I am writing a separate article on how to do this, which, if the Editor permits, will follow in a later issue.

FMZ-Control 4 (6804) consists of a single unit 185x155 mm in size and 85 mm high, attractively housed in a green plastic case with an aluminium top panel. The only control on it is a "panic switch" for stopping all locos under control in an emergency. There is also a single red LED overload indicator. At the front of the unit is a row of four standard 5-pin DIN sockets, and into these can be plugged up to four FMZ hand control units (6820). Each hand control unit can control one FMZ-fitted loco, and each is on a one metre lead. At the rear of the Control 4 unit is a row of mini-DIP switches (like you find in the back of many computer printers for setting defaults). These switches are in four groups, each group corresponding to one of the hand controller sockets at the front of the unit. There are eight little switches in each group: the first seven being used to set the FMZ loco module code number to be controlled by that group, the eighth being used to switch inertia for that loco on or off. An

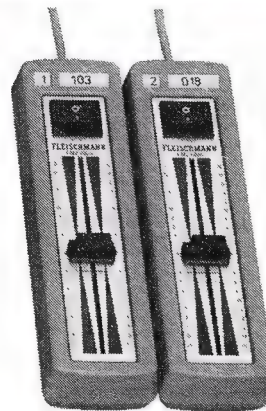
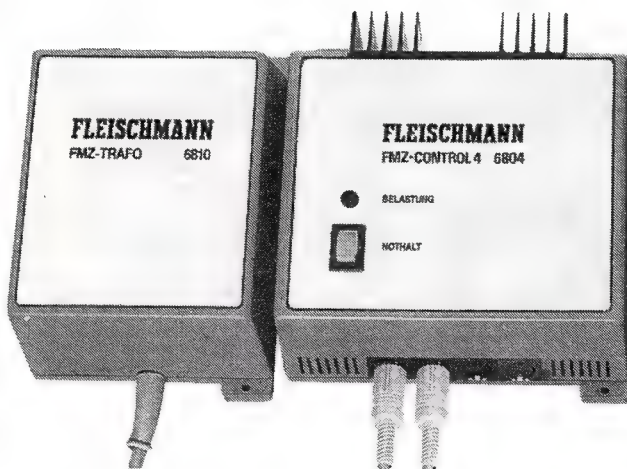
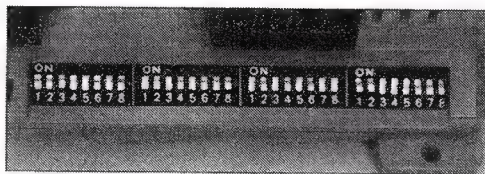


*The fence in HO scale by LJ Models.*



## REVIEWS

The components of the Fleischmann FMZ-Control 4 system. Below right is the transformer, beside it the main controller with two hand pieces along side. To the right are the locomotive address DIP-switches, which are located below the heat sinks on the top side of the main controller.



output of the normal controller. Normally, the output of the Control 4 unit goes straight to the track (the fabled "two wires only" idea). When coupled with a normal controller, the FMZ output goes into the Coupler, as does the output of the normal controller. The combined output goes from the Coupler to the track. How does this work? The FMZ output is a high-frequency AC - much higher than the normal 50-Hertz of household power. This high frequency output carries the digital signals the FMZ system sends to all the loco modules to tell them individually what to do. These modules in the locos convert the high frequency AC into normal DC for the loco's motor. When the FMZ power and the ordinary DC are combined, the loco module in each FMZ-fitted loco blocks the DC power from the motor, allowing the loco only to respond to FMZ signals. In a non-FMZ loco, the high-frequency FMZ power is effectively blocked by the motor armature windings acting like a big coil - a choke in electronic parlance. This has no effect on the DC motor, except to make it emit a high-pitched whine when it is not moving, and

instruction pamphlet that comes with the Control 4 includes a very clear table for the appropriate DIP-switch settings for FMZ loco modules from 1 to 119. Thus, with four hand controllers fitted, this unit can control any four different locos with FMZ code numbers from 1 to 119.

These DIP-switches are very fiddly, and need good eyesight to set them. But they are a very low-priced alternative to the digital keypad on the normal FMZ central control unit. If you intend to switch between locos a lot, then I would consider mounting the Control 4 unit so the DIP-switches are easily seen and accessible - such as vertical, with the switches uppermost. The hand control units, once plugged in, need not be moved from socket to socket, unless you have only one or two. In that case, it would be easier to change sockets than reset the tiny switches. Warning: Don't set two DIP-switches to the same number, or the whole system may hang up and nothing will run.

To power the Control 4 unit, Fleischmann recommend their own FMZ Transformer (6810). This is expensive, but it comes ready to plug in to the mains and has the two outputs that FMZ requires: 20 volts AC for track power and 7.5 vAC for the control unit, and with a 3 amp output. Unlike the standard FMZ control unit, which must use this transformer, the Control 4 unit can be powered by any model railway transformer of suitable rating. Bearing in mind that Control 4 can run up to four locos at once, and allowing for lighted coaches in trains, any transformer needs a power output of at least 2 amps to avoid overloading it. Most model railway units supply 16 vAC (DC cannot be used), which means that trains running under Control 4 will run a little slower than with the FMZ 6810 transformer. And to connect the non-FMZ transformer to the Control 4 unit, a special adaptor (6884) is required. This adaptor splits the incoming AC into the two voltages required by the Control 4 while providing a simple means to connect the two wires from the transformer to the unit. One thing I found was that this adaptor gets quite hot during operation, which apparently is normal.

For my tests of this system, I tried both the FMZ 6810 transformer and two others of my own. In all cases I thought that the performance of the locos was about the same. I first used a Dick Smith M-2000 transformer, with an output rating of 18 vAC at 6 amps. This worked without any

problems, and is a much cheaper alternative to the 6810. (Warning: the Dick Smith transformer requires mains wiring to be used.) I also have an old H&M Powermaster, which I use for testing purposes. The Powermaster is a variable-transformer controller, with a 2 amp output, and with a 16 vAC output from a separate auxiliary winding. This worked fine as well. Fleischmann recommend using their own 6755 variable transformer controller in this situation.

The hand control units (6820) are standard FMZ units. These are of the walk-around type, and have a rather short one metre lead with a 5-pin DIN plug for connecting to the Control 4 unit. Do not be deterred by this short lead. Standard 5-pin DIN extension leads with plug at one end and socket at the other can be bought from such places as Dick Smith and Tandy. I am assured that these work well on a 5-metre extension, and there is probably no reason why they shouldn't be longer (but how big is your layout anyway?). The hand controllers have a slider for speed control, with centre off detent, and the control of speed is excellent from a slow crawl to flat out. Also on the unit is an on-off switch. Switching it off stops only the loco controlled by that unit. But it has a more important function. When the DIP-switch settings on the Control 4 unit are changed, they have no effect until the power is switched off then on again. Or until the switch on the hand controller for an individual loco is switched off and on again.

Let me give you a simple example. You are driving a train into a station, where you intend to change locomotives before driving off again. While the first loco, which is attached to the train, is under control of the hand controller, you reset the DIP-switches on the Control 4 (for that controller) for the second locomotive. You drive the train into the station, uncouple the loco and drive it into a siding. You then switch the hand controller switch off and on again. The first loco is now dead, and the second loco under your control, so you can drive it to couple to the train, then depart. Simple.

There is one more important unit in this system that must be mentioned. I stated at the beginning that FMZ is fully compatible with normal controllers. To do this, another unit is required, the FMZ Coupler (6806). The Coupler is plugged into the side of the Control 4 unit, and is used to couple the FMZ power with the power

which is not harmful to the motor (although it may cause some heating of the armature coils). But this motor responds to the DC traction current as normal.

There are two warnings: Firstly, the DC controller must be connected to a different transformer, or transformer winding, to the Control 4 unit. Both the Fleischmann 6755 and H&M Powermaster transformer/controllers I mentioned earlier have separate windings and can be used as power supply for, and coupled with, the Control 4 unit. Secondly, modern feed-back and SCR-type controllers cannot be used coupled with Control 4. Variable-transformer controllers and simple voltage-control transistor controllers must be used. Two which have been tried and are known to work are the Eda controllers, and the Catnip Infra-red. There are many others like them.

When I tested this system, I tried the following locomotives, all of which had been fitted with FMZ loco modules by Euromodel Distributors: Athearn F7, Lima 42 class, Powerline 81 class (two motor version), and Bergs brass C36 class. I also tried two Fleischmann locos with factory-fitted FMZ modules. All ran well, especially the two Fleischmann locos and the brass C36. Speed controllability was excellent, although the top speed under FMZ is less than under normal DC power. The inertia function worked well, although the inertia effect was only slight.

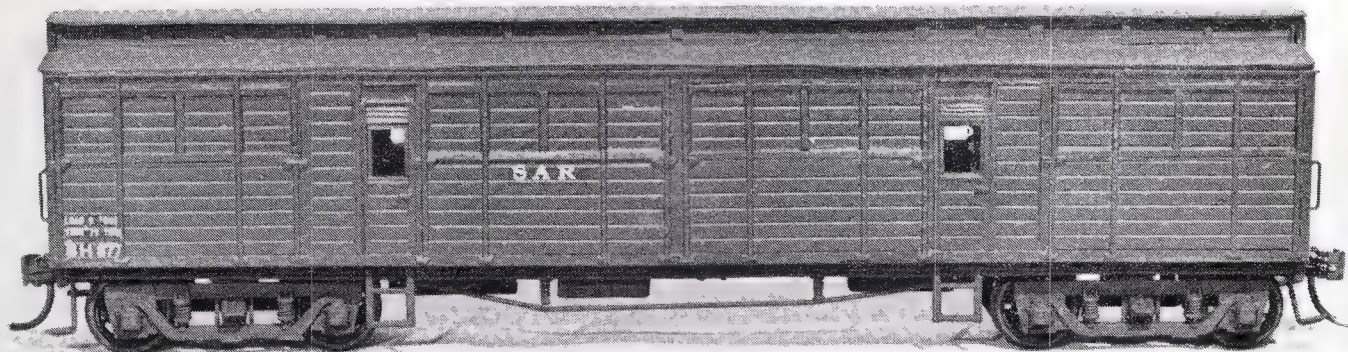
My verdict? A truly excellent system, and a way into one of the world's best multi-train control systems without having to either throw away one's existing control system and locos, or mortgage the house to pay for it. And the cost? Here are the individual unit costs (prices given in April 1993):

• 6804 FMZ-Control 4 Unit	\$457.10
• 6806 Coupler	\$169.70
• 6810 Transformer	\$202.65
• 6820 Hand controller	\$78.00
• 6884 Adaptor	\$29.15
• 6844 Loco module (0.8 amp)	\$145.20

As far as loco modules are concerned, you can fit them yourself, although Fleischmann do not recommend this. Here in Australia, Euromodel Distributors provide comprehensive service facilities for all Fleischmann products, including fitting of FMZ modules. Their standard charge at time of writing for module fitting is \$35 per loco, although depending on the work re-



# REVIEWS



Broad Gauge Bodies have released the South Australian Railways BH horse box in their HO scale Hobby Kit range. This indicates that the patterns for the kit were produced by a source other than BGB and that BGB does not vouch for the accuracy of the model. The kits consists of polyester castings for most items and a well detailed assembly instruction sheet. Some parts required straightening, but overall the model produced is a fine sample of the prototype which was covered in the July/August 1978 issue. The bogies are the VR W style from Steam Era Models, but with 36" diameter wheels.

quired and extra parts needed can be more. In round figures, to supply and fit an FMZ module would be about \$200 per loco. Of course, all Fleischmann locos can be supplied factory-fitted with the FMZ module. If you are fitting the module yourself, remember that both motor brushes must be insulated from the loco chassis and all other leads, or the module will be destroyed.

For comparison of costs with other systems, the entry level cost for an FMZ-Control 4 with two hand controllers, a coupler for an existing DC controller, an adaptor for an existing transformer, and two loco modules would be \$957.15. Look out for my article following this review on how to incorporate FMZ-Control 4 into an existing multi-block, multi-cab layout.

*Phil Knife*

**SRA Station Platform, by Uneek Model Products. PO Box 236, Castle Hill 2154. Price: \$28.80**

Timber platforms with their supporting frames made from disused rails are found in many places in NSW. Their simple appearance will add that degree of realism sought by modellers. Uneek Model Products have produced a station platform kit which will add that touch of realism.

The kit consists of metal castings, scribed timber, pieces of rail and strip wood. Also included is some scenic material for making tufts of grass. Together with easy-to-read instructions and an assembly template, the kit comes well-packaged in a sealed plastic bag. All the metal castings had sharp detail and were free of any flash and required no cleaning up or adjusting.

As usual, I assembled this kit after I read the instructions BUT did not take any notice of the instructions. By doing this, I fell into the old trap of not painting the components before assembly. As suggested in the instructions, this simple task should be carried out first.

Assembly of the kit is simple and can be carried out using the assembly template at the required platform location on a layout (that's why it should be painted first). I assembled the platform using superglue in a matter of hours (then being interrupted by the mayhem of Lethal

Weapon in the next room).

As supplied, the kit will produce a realistic model of a typical SRA timber platform 275mm long (10 7/8") or 78 5/8" scale feet long. Assembly is quick and easy requiring minimal tools and, combined with the other Uneek platform details, will provide that touch of rustic realism to any layout.

*Ian Thorpe*

**NSWR Station Building, Standard Design Pc/3, circa 1922 plan in HO scale by Data Sheets, 12 Whalan Place, Kaleen, 2617. Price: \$5.00 a sheet.**

The pre-cast concrete (Pc) style of building became very common in the early part of this century as the NSWRL looked to cheaper means of erecting buildings. The Pc-style, where pre-cast panels were fixed between concrete posts, allowed for erection by local tradesmen, with fabrication at a major city.

Pc/3 (Data Sheet B28) is the largest station building from the first series of standard designs for station buildings, assembled from pre-cast concrete elements. It is 53'5" long, 12'6" wide, 15'0" high and has a 9'0" platform awning. It has a shelter shed ('out-of'), office, living room and ladies' waiting room.

The sheet shows a front and rear elevation, an end elevation, an end section and an interior plan. Information on the sheet includes all dimensions for the structural materials and some details regarding the roof profile.

The sheets are 420mm x 297mm and are printed black on white to a very high standard and accuracy.

*Bob Gallagher*

**1994 Steam Calendar by Australian Model Railway Magazine, PO Box 345, Matraville, 2036. Price: \$9.95.**

The 1994 issue of this calendar is in the same format as before and consists of the usual calendar information illustrated by fifteen excellent photographs of steam at work in NSW.

The cover photo is a subject which escaped the rail photographers to a large extent, steam on the south beyond Goulburn. This shot fea-

tures 3648 plus 6042 on a block load of G wagons, probably steel products.

January features a classic shot of 3824 near Brewongle on the *Central West Express*. Modelling details to note include the lining on the loco, the variations in detail between the paint schemes on the HUB set and the trailing MCE car, all set in western summer scenery.

February shows 5716 at Cooks Cutting and we see the condition of these locos in their working years, as well as some good scenery details in the shallow cutting.

March illustrates 5490, with outer cylinder cover missing, passing Ourimbah. Other details to note include the LV with shade roof removed, and the method of using the tarpaulins on the S trucks.

April features 3097 leaving Moss Vale with an HCX, in original condition, plus an FL car. Both cars have good paintwork and the loco is in typical work-a-day condition.

The unusual workings around Young are shown in the May shot, with 3324 showing off its tender details, with the water tank and jib details being clearly visible.

5597 resting in Cowra loco is the subject for June and this excellent shot will be useful for modellers at this time as the Footplate/DJH 55 class model should be out around the middle of 1994.

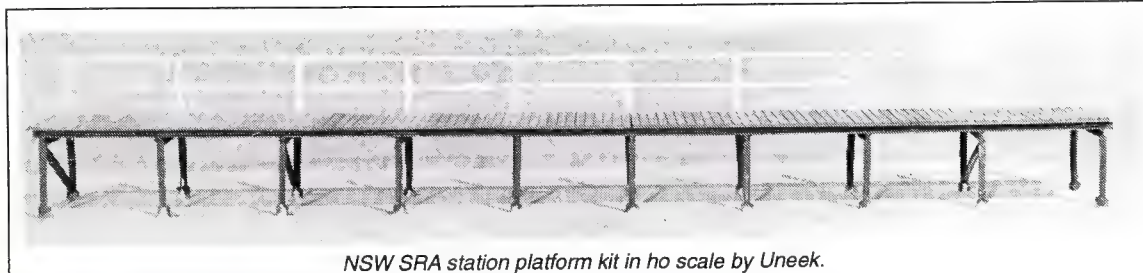
July shows 5911 with some wagons with good weathering at the head of the train passing through the open Southern Tablelands countryside.

August features 3131, a loco which was not widely photographed, together with ACX, ACM and MHO vehicles. What's the story about this ACX, carriage historians? Was it built this way with recessed doors and L car windows, or was it a rebuild from the original style?

3804 spent a lot of time on the West and one of its workings is illustrated in the month of September. Notice the weathering variations in the refrigerator vans at the head of the train and the change of scenery from that around Brewongle, in the January shot, which 3804 had just passed through.

October gives us a typical Central West Garratt scene with 6005 in the area where it spent most of its working life.

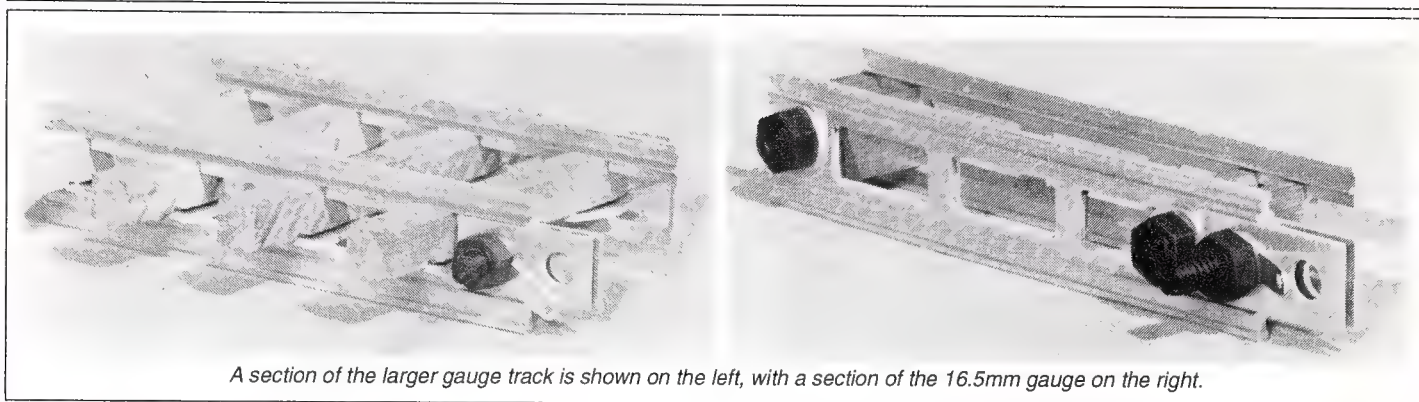
November is a Tumulla shot with a difference, with a 30T attached to the train. The loco allotment sheets in my possession show 3055 as a Parkes engine about that time, so it may have been in Bathurst for



NSW SRA station platform kit in ho scale by Uneek.



## REVIEWS



A section of the larger gauge track is shown on the left, with a section of the 16.5mm gauge on the right.

workshop attention. 3615 was unique in its class. It was fitted with 'Okadee' steam operated cylinder drain cocks, which were a standard feature on 59 class locos.

3047 features in a classic Temora area mixed train at Gidginbung to head the month of December, and 3230, in the January 1995 photo, is providing a similar service to 3047, but in the rugged Warrumbungles area.

The final photo in the collection illustrates a frequent happening at Willow Tree in the steam days - 5224, being pushed by 5435, headed for the climb to Ardglen. Many signal details appear in this photo, including the phone box on the post carrying the bracket signal.

In conclusion, this calendar is up to the standard previously set. A good buy for the price!

*John McKenzie*

### Outdoor track by Brisbane Locomotive Works, PO Box 535, Wynnum Central, 4178. Price in text.

In the past, outdoor layouts have posed a problem with the track base. While there are a number of track systems that are suited for exterior use, all require a solid track base. Both concrete and timber have been used. Laying concrete level over long distances has its problems. There is a major maintenance problem with timber.

Brisbane Locomotive Works (BLW) have catered for this problem and provide outdoor track systems for a number of gauges. There are two distinct styles, so we shall cover them separately.

The small gauge, or 16.5mm gauge, is covered by a system called HOutdoors Track. It is supplied in a 15m pack or in small sections. The basis for this track is an aluminium extrusion, which is in 1.5m lengths and, while being 20mm wide, offers two rail heights (Code 157 and 138) each on opposite sides of the aluminium strip. The section between the two rails, which are 4mm and 3.5mm high, has 20mm x 8mm punched holes.

The aluminium extrusion is readily bent to shape, the manufacturer indicating that 200mm diameter tram curves are possible, although recommending 1.5m curves for railway use. Obviously, two sections are required for a track and these are held together with timber spacers with bolt, washer and nut assembly. The spacers are cut from Queensland hardwood. The recommended use of spacers should be between 150 and 175mm apart. The bolt and nuts are plastic, eliminating corrosion or electrolytic problems. The washers are steel.

Coupled together, both codes produce a gauge of 16.7mm.

The rails are joined together with metal rail joints, terminals and plastic screw and nut assembly. The assembly instructions accompanying the track are explicit in describing track assembly. Sleepers are not used, but the assembly is designed to be embedded in a fine crushed ballast which, if levelled off above the base of the rail, will have the appearance of many railway

systems.

The assembly instructions cater for many problems, like voltage drop, insulation, electrical supply and wet weather running. (Would you run your brass R class outside in the rain?) If there is a problem, then BLW have thought of it.

The 15m pack retails for \$160 or \$11.20 a metre. Individual rail sections can be purchased in 20 x 1.5m lengths for \$95, or 8 x 0.75m lengths for \$25.50. Most items are available in reasonably sized bulk packs.

The larger gauge track also uses an aluminium extrusion, but in this instance 22.5mm wide, which is Code 217 and 177 (5.5mm and 4.5mm) rail each side. The 16.5mm style can also be used if a smaller sized 'rail' is wanted. The rail extrusions are held apart by sleepers which have a notch cut in the top edge. The sleepers or ties are slipped through the punched hole in the centre of the rail extrusion with the underside of the rail fitted into the notch in the timber sleeper. It is held in place by an underside clip or wedge.

Sleepers are available for 16.8mm, 32mm and 48mm gauge track. The 15m pack, which retails for \$115.00, can be used to make 10m of three-rail track. While providing track for Gauge 1, G gauge, LGB, O gauge and On16, BLW also provide turnout kits for all sizes. A 4-pack, which does not include the rail, retails for around \$150.00.

If interested in an outdoor layout, contact with BLW is essential. They provide planning information which includes trackbed recommendations, etc. They provide an innovative system that has the scope to be extremely realistic, particularly in the larger scales. They are proudly an Australian company, using Australian materials, well Queensland hardwood actually, and cater for modellers around the world.

*Bob Gallagher*

### Standard Gauge Steam in Victoria - Rail Scene Victoria Series No.3. Review sample supplied by Train Hobby Publications, PO Box 134, Wantirna South, 3152. Price: \$39.95.

This is the third in an excellent series of videos by Greg Naylor. The first two, VR's D<sup>3</sup> and R class locomotives, concentrated on preserved Victorian steam operating in that state. This video covers preserved NSW steam operating in Victoria.

Commencing with the Austeam Festival in 1988, we see the ARHS (ACT Division's) 1210 double heading with Barry Tulloch's 3112. Similarly, and in conjunction with the Festival, 3801 Ltd's 3801 went along for the celebrations.

In Easter 1992, the RTM's 3642 took a Phantom of the Opera train to Melbourne and, at Easter 1993, 3801 went down again as part of its 50th birthday celebrations.

On all occasions, the opportunity was taken to use the locos, and their trains, for enthusiast workings, usually in parallel (and triple) formation on the section north to Seymour.

The camera work throughout is excellent, and to broadcast standard. We get to see the usual

spacing shots, lineside shots, on-train shots - but, regrettably, no helicopter shots. The camera crews were blessed with fine sunny days throughout.

There are many excellent scenes on this video, culminating in a dead-centre overhead sequence of 3801, K183 and R766 paralleling each other near Seymour. Mind blowing!

Full credit to the three cameramen, Greg Naylor, Doug Anderson and David Cox, with excellent narration by Greg Maundrell.

A nice touch is the graphics which close each segment of locomotive class. These give building statistics appropriate to that class.

A 50 minute tape, with authentic sound (enhanced through your hi-fi system) the quality of which, and the interest of the subject material, prompted me to buy my own copy. What more can be said!

*Allan Brown*

### V/Line VHGF bulk grain hopper wagon kit, in HO scale, by Steam Era Models, PO Rhyll, 3923. Price: \$25.95.

The GJX/GJF class bogie grain hopper was first introduced by the Victorian Railways in 1966. 20 GJX and 80 GJF (1-100) were built by Tulloch Limited and featured an aluminium body which was designed for robust construction with a reduced tare weight over all steel wagons. In 1969 a further 100 GJX (101-200) were constructed by the Steelweld division of Industrial Engineering Ltd, this time fabricated from high tensile steel plate. The change to steel was due, in part, to the high cost of the aluminium construction.

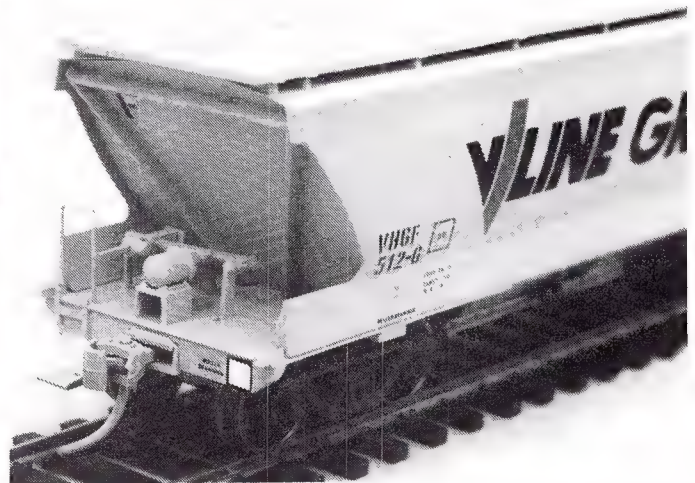
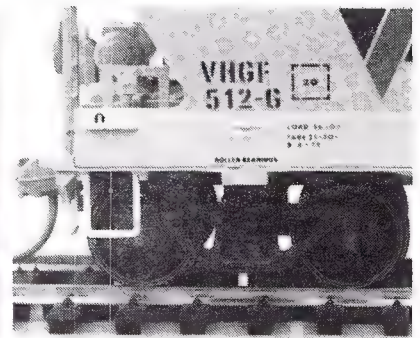
Following the success of these steel wagons and, as part of the ongoing programme to replace all fixed wheelbase rollingstock, the Victorian Railways commenced construction of further wagons at their own workshops. Over an eight month period to October 1972, Newport Workshops completed 150 steel GJF wagons (201-350) at the rate of one per working day. Ballarat North Workshops constructed a further 30 GJF (351-380) during 1979. From 1984 construction again commenced at Ballarat North Workshops where, over the following four years, 255 additional wagons (now coded VHGF/VHGY) were completed (381-635). Each batch of the steel wagons varied in details such as type and arrangement of brake equipment, handbrake, filling hatches, discharge outlets, walkways and, due to changed construction methods on the 381-635 batch the sidesill cross section.

While the aluminium wagons were left unpainted, the steel wagons have always been painted bright yellow, with lettering etc. in black. The 101-200 batch were delivered with a small VR logo, while subsequent batches had either a large VR or V/LINE GRAIN logo.

The kit from Steam Era Models is representative of wagon numbers 381-635 and, as such, is a VHGY/VHGF as used in V/Line service. It would be possible to adapt the kit to construct a wagon from one of the earlier batches of steel wagons by making various changes to the brake



## REVIEWS



V/Line VHGF grain hopper kit in HO scale by Steam Era Models. The kit includes the complex brake gear detail each end and highly detailed roofwalk and hopper detail.

gear, etc. An article on this modification is being prepared for a future edition of AMRM.

The kit is presented in a poly bag with card header, and consists of the following items. Three main sprues of injection moulded styrene parts, two being identical which have one side, end and roof walkway plus various detail components, the other having the underfloor and roof plus additional detail components. One pair of bogies with axle sets and mounting screws, a decal sheet (with VR and V/Line GRAIN logos, various wagon codes and additional numbers, etc.) and an eight page instruction booklet. Additional items required to complete the model, but not supplied, are shunters steps and paint, both available from Steam Era Models. Unfortunately, the first run of this kit to be released did not include a length of 20 thou styrene rod which is required for the discharge outlet mechanisms. SEM acknowledge this error and have ensured that this item is now included.

By following the instructions, assembly is quite straightforward. All of the parts are numbered and identified in a table within the instructions which, when used with the notes and detail drawings, aid assembly of the kit. However, like any kit, time should be spent familiarising oneself with the different components and their place in the assembly process before starting. Care should also be taken as the relevant part numbers from the table are not included in the assembly description, and the terminology used to describe the parts can be confusing.

All of the small components for the brake assemblies, etc. are fitted to the floor with the aid of small lugs on the underside of the parts which correspond to holes in the floor. This is an excellent inclusion as not only does it assist with assembly, but also ensures that each part is located in the correct position. As mentioned in the instructions, it is recommended that once all of the brake equipment is in position on the floor, it should be painted before the body is added. This is due to the angle of the wagon ends and the overhang of the roof, which would make it very difficult to get paint onto all of the components if left until the wagon was fully assembled.

Assembly of the body is straightforward, with all parts fitting well. Although the sides and roof suffer from bending as part of the cooling process (as noted in the instructions), they are easily held in place while gluing. SEM have now released an amended set of instructions as it was realised that there was no reference to the fitting of the ladder which gives access to the roof. For those who are unsure, it is positioned at the B end on the right-hand side above the moulded stirrup step on the headstock. There are holes in the floor for its location, which is in line with the stirrup step and the corner of the walkway at the top.

However, one item that is still not referred to is the fitting of the roof walkways. On the side of the roof that has the roof hatch handles, four of

the moulded mounting brackets on the walkway will need to be removed to enable the walkway to sit in the correct position. The walkways should join at each end and sit hard up against the handle brackets on one side and the hatch hinges on the other.

Once assembled and the painting has been completed, the decals can be applied. An interesting inclusion in the instructions is the mathematical equation for determining the check letter for the wagon number, so there will be no excuse for this being left off the completed model!

SEM are to be congratulated on achieving the correct shape for this difficult wagon, and also for the number and quality of the detail components that are included for the exposed brake gear. While the fastidious modeller may wish to add pipework to the brake detail, most will find the amount of detail supplied more than sufficient.

Apart from the omission from the instructions as mentioned above, this is a first class kit from SEM and one that will appeal to most VR and V/Line modellers. It is also worth noting that one group of these wagons (Nos 1-20) were bogie exchanged for operation in NSW, SA and across to WA at various times.

Dimensions are as follows:

Dimensions	Prototype	Model
Length	46'0"	46'0"
Width	10'0"	10'0"
Height	11'0"	11'2"

Jim Leppitt

**1994 Diesel Calendar by Australian Model Railway Magazine, PO Box 345, Matraville, 2036. Price: \$9.95.**

The latest AMRM diesel calendar, 1994, continues the theme of national coverage, as has been the case in recent years. While there is obviously a lot in this year's calendar for modellers, I see it more of an enthusiast calendar this year. Last year I was able to easily draw attention

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## REVIEWS

to detail modellers could use, but this year these points are less pronounced. Further, it is not as good as last year's, but I should qualify this by the fact that I rated last year's at 9½; this year I give it a 7½.

My reasons relate to only a couple of shots, March and May, which seem a little heavy on the blue. Generally, however, the reproduction is excellent. The cover of a VR N class is as one would expect - impressive! The CR/ANR Central Australian shots are excellent, but these slides always reproduce well if the originals are as good as these; it seems the tones are most suitable.

The coverage this year includes three NSW, three VR, three AN, three QR, two Tasrail and one WAGR and they represent the period 1980 to the present. Most photographers show the locomotive as well as the rollingstock and the scene - particularly important if you have to look at it for an entire month. The high impact telephoto shots are great for covers and magazines but a less striking shot is more enjoyable to look at every day of the month. This year's calendar meets that criterion. I guess my favourite is Geoff Campbell's EL class approaching Port Pirie but this has been the case for the last three years.

By the way, there is a point to highlight to modellers. Have a close look at the radius of curvature of the line in the April photo of Spring Bluff near Toowoomba; my curves are not so bad after all!

In closing, a very worthwhile adornment for your wall for the next twelve months. I wonder if the Editor can find some shots of SRA and QR coal traffic for next year; this subject has been missing for the last three years and it is big business. Recommended for subject content, pictorial quality and, in many cases, historical value. Well done!

Phil Collins

**NSW SRA NHHF coal hopper kit in HO scale by AR Kit Co., PO Box 736, Grafton, 2460. Price in text.**

Manufactured by Mittagong Engineering for the NSW State Rail Authority in 1982, the 150 seventy-six tonners were initially allocated the road numbers 35051-35400, but only a few were delivered with these numbers, a new allocation being applied in late 1982. While new wagons were put into service with numbers from the 40700-40849 group, the earlier wagons were gradually renumbered during 1983-84. Having a tare weight of 16 tonnes and a capacity of 59 tonnes, these wagons have become the medium size hoppers used for coal transportation in NSW and are colloquially known, along with other similar sized wagons, as seventy-six tonners.

Originally they were fitted with 2CL (XCL) bogies but, in recent times, have been fitted with 2CG (XGA) type. Commencing in 1984, most of the class were fitted with lids and walkways for grain haulage, the roof being removable to cater for the ebb-and-flow of grain transportation. Currently, in 1993, most are in mineral service without the lids, but with the end walkway platforms remaining in place. The lids are in storage at Goulburn.

This is a review of the original NHHF version. The model of the NGHF with lid is also in this issue. The 'kit' is supplied in two forms: shake-the-box ready-to-run and in true kit form. However, as the body has been moulded in one piece, the kit assembly side is minimal.

First, the ready-to-run model, which retails for \$27.00. It is supplied in the black, orange, yellow and white AR Kit Co. box, the model protected by a styrene foam liner. The model is complete and ready to run except for the logos, data panel etc., which are supplied on adhesive backed plastic. The kit's instructions accompany the

model but do not fully cover the application of the logos, data panel etc. except for the obvious location shown on the diagrams.

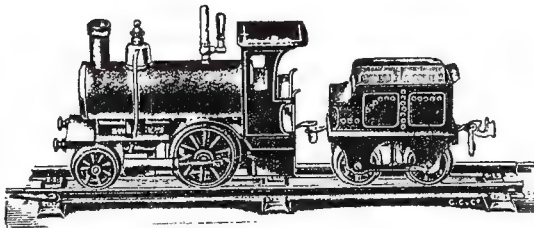
The one-piece body moulding includes the sides, ends, hopper doors, side steps and curved end covers including the vertical supports. Detail is quite good and includes interior, end inspection plate, the hopper doors, brake rod, yard brake ratchet lever and the aluminium weld lines on the side. Added detail includes the brake equipment (cylinder, reservoir, etc.), brake and yard brake wheel, hopper door release gear and end ladder. The only moulding flaw evident is the sink marks on the end panels. These are covered on one end by the brake gear.

Bogies fitted by screws are the AR 2CL style with the European style coupler fitted. The black delrin mouldings are fitted with brass 10.5mm K&M wheels, while the bogies are screw fitted to the body bolster.

The model rolls very freely. It is moulded in grey plastic which is not an accurate colour representation of the vehicles in service. This can be rectified by painting the wagon before putting the logo, data panel and roller bearing stencils on. The detailing sheet provides for 27 different numbered vehicles. For this model, the inclusion of the 'kit' assembly instructions appear superfluous for, although it covers the prototype information, it does not cover two items needed by the model - painting and decalling. The logo and data panels should be cut from the sheet, the backing film removed and the item carefully pressed in place. The adhesive holds well but loses its stickiness if peeled off and repositioned.

The kit version, which retails at \$24.75, comprises the one-piece moulded body, all detail parts and AR 2CL type bogies, fitted with 10.5mm K&M wheels. The wagon detailing parts are attached to their moulding sprue and are easily

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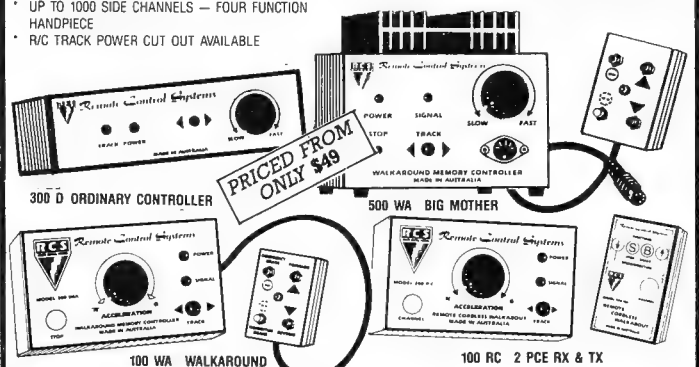
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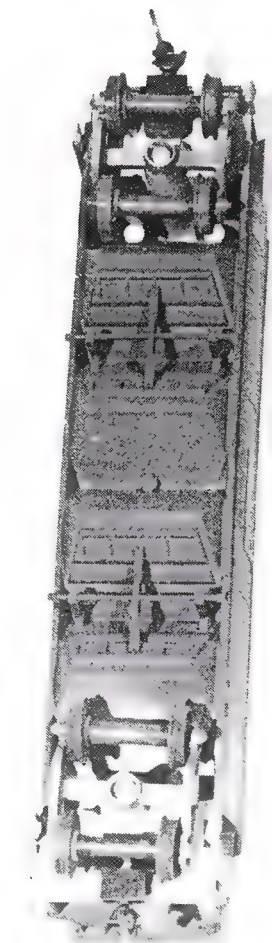
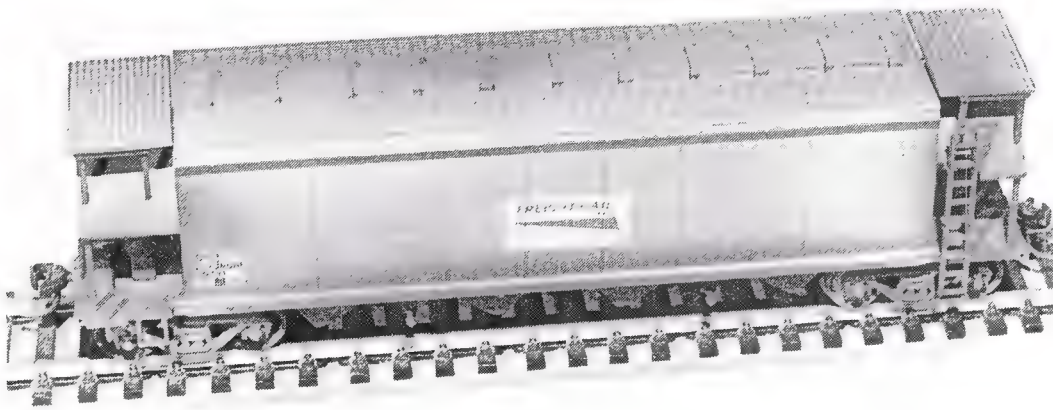
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# REVIEWS



NSW SRA NHHF coal hopper (above) and NGHF grain hopper (below) from the AR Kit Co. The extent of the detail on these models is shown in the photos.



The underside of the wagon includes the hopper release mechanism, albeit minus the air reservoir.

detached and cleaned up with a sharp knife and fine file. The only other cleaning was the removal of the injection sprue in the centre of the hopper interior. Simply snip off the sprue as close to the bin slope sheet as possible and file to a flush finish.

Positioning of all detail items is simply by fitting a pin in a hole! Assembly was oh-so-easy: a ten minute assembly job. Coupler addition is extra. Kadee No.5s are catered for, but the modeller must provide a 0.6mm packing piece. All detail items fitted well, delightfully, in fact. They were secured in place with a touch of MEK liquid solvent.

Dimensionally, the model stands up well.

Dimensions	Prototype	Model
Length	13.53m	13.5222m
Width	3.03m	2.9614m
Height	3.66m	3.64m

This is a fine model. One that could still be superdetailed, sure, but the seventy-six tonner is well represented and will be a fine addition to any modern era layout. The provision of interior detail will ensure that more than a few will be run empty. If so, note that the slope sheets maintains a polished surface through the constant movement of coal. Colour for painting would be a silver grey or aluminium. A dirty aluminium shade. This can be obtained by using Scalecoat Graphite and Oil on Floquil Platinum Mist.

Bob Gallagher

**NSW SRA NGHF grain hopper (kit) in HO scale by AR Kit Co., PO Box 736, Grafton, 2460. Price in text.**

As outlined in the review of the NHHF hopper above, the NGHF was modified from the 1982 introduced NHHF hopper when in 1984 a roof (lid) and walkways were fitted to most of the 150 wagons built by the Mittagong Engineering branch of Commonwealth Engineering. The conversion included the fitting of a lid with sliding doors, side walkways and end platforms fitted above the curved end protection sheet. They were coded NGHF and fitted with the 'Freight Rail Grain' logo in the late 1980s SRA push for cor-

porate identification. It is interesting to note that the SRA and its predecessor know these wagons as 'grain' carriers, and not that commonly used 'wheat' term.

The lids on the prototype are removable to cater for the ebb-and-flow of demand for grain movement. A number are now (1993) being used in service as coal hoppers - minus the lid, but still retain the end platforms on the curved end cover.

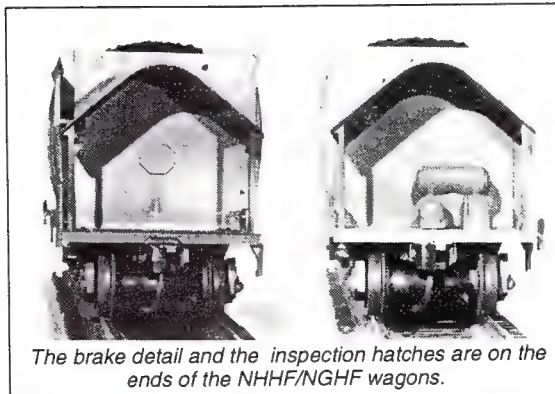
Similar to the coal hopper, the grain version is supplied in two forms: shake-the-box ready-to-run and 'kit' style.

The ready-to-run NGHF is identical to the NHHF except it is supplied with NGHF data panels and the Freight Rail Grain logo and is supplied with the lids and end walkways, albeit separately.

The lid, which is supplied fitted in place, is easily removed and could be secured in place once the model is complete and weighted for running. The end walkways have to be assembled and fitted to the top of the curved end panel but this is a simple task, the recess holes on the underside of the walkway helping enormously. A liquid solvent is required here.

The detail on the roof, particularly the walkway mesh, is excellent. The ready-to-run version sells for \$28.35.

The kit version of this modern grain hopper is identical to the NHHF, except it has the lid and end walkways to add - a few minutes of extra work only. The kit retails for \$26.10.



The brake detail and the inspection hatches are on the ends of the NHHF/NGHF wagons.



# REVIEWS

The model shapes up well dimensionally:

Dimensions	Prototype	Model
Length	13.53m	13.52m
Width	3.03m	2.96m
Height	3.84m	3.963m

In real terms, the height is out by 0.137mm, or 0.0055" in imperial measurement. The coupler needs a 0.6mm pad, if Kadec No.5s are being fitted.

Overall, this is a very fine model. Excellent for those wishing to run a modern era train and a great base for the fine detailer. It has the same instruction sheet problem as the NHHF but, overall, this is a minor problem.

Bob Gallagher

**Lines to the Lachlan, by Lawrance Ryan. Published by ARHS, PO Box E129, St James, NSW, 2000. Price: \$34.95.**

Lawrance Ryan has revised his previous volume of the same title, printed in 1986, to mark the Cowra railway centenary. He states in his notes on p.7 that the story is for Cowra and district, but it is a volume containing much of interest to the railway modeller of NSW prototype. It consists of 192 pages, A4 format, with over 250 illustrations, many of them in colour.

The first six chapters deal with the historical aspects of the subject, covering the early settlement of the district, the formation of the Railway League, and the building and opening of the line. Many excellent photos and tables are used to illustrate these chapters.

The development of the Cowra loco depot is the subject of Chapter 7 and it contains a wealth of information for the modeller. It also describes the conditions of work that the men endured in running the depot, as well as the facilities provided, the types of locos serviced and the staff classifications that were used in a steam depot

and concludes with the running down and closure of the depot.

Chapter 8 deals with the locomotives used in the area. It details the loads the locos were allowed to haul, the periods when they were used in the area and allocation lists for the depot. It also covers the use of diesel-electric locos in the district, although none were allocated to the depot. Relevant photographs illustrate the chapter.

*Train Operations* is the title of the next chapter and, for those modellers who are leaning towards the 'early days' of the system, this chapter is the highlight of the book. It contains the 1898 instructions for working the line (p.101), the timetable on the following page, and train compositions of various periods back to 1902. The train composition shown on p.100 for No.20 Mixed headed by B226 (late 2522) is extremely interesting, as are the others included in the text. The extract from the Working Timetable of 1944 (p.115) is also useful information for modelling.

*Accidents and Incidents* is the title of Chapter 10 and relates the circumstances of the irregularities that occurred over the years. Some of these were quite spectacular 'pile-ups', especially the Carcoar derailment of 1901 and the Woodstock runaway in 1918. The crew on 5606 in 1960 at Waugoda were very lucky when the loco left the road after hitting a bullock (p.143).

The book concludes with chapters that cover the formation of the Lachlan Valley Railway and the Cowra railway centenary, as well as other related topics. The appendix consists of a copy of the Working Timetable for 1923, and there is a colour album in the back of the book consisting of photos from the 1960s to the conclusion of workings on the line.

In conclusion, the volume is strongly recommended. It covers the railway aspect very well,

but highlights the people who kept the wheels turning. It is a tribute to them, but also gives the enthusiast a record of the railway system based on Cowra which, in many ways, had features which made it different to the rest of the system. The reviewer's lasting impression of the area was mixed trains hauled by 55 class locos with a CR carriage in the consist, the 55's Southern valve gear giving the impression that the loco was travelling at a much faster rate than its actual speed.

John McKenzie

**Australian National AQDW container wagon decal in HO scale by The Turntable, 88 Buckland Road, Nundah 4012. Price: \$2.50.**

The AQDW is a container wagon used for transhipping containers on the standard gauge system. This decal sheet, 85 x 45mm in size, contains six codes, six groups of numbers 0-9 and four AN logos. All are printed black on a clear background. The codes and numbers are 1.8mm high and the logos 3 x 5.2mm in size.

Reproduction is excellent. Another very handy decal for the modern day modeller.

Bob Gallagher

**Victorian Railways VLX louvre van in HO scale by Trainorama, PO Box 82, Balgowlah, 2093. Price: \$27.95.**

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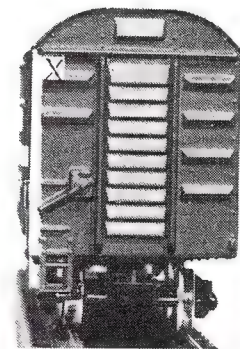
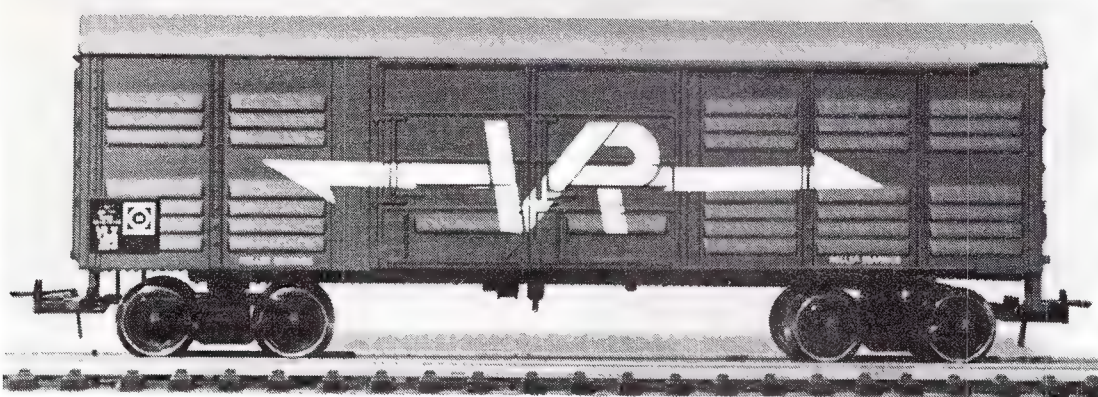
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## REVIEWS



VR VLX louver van in HO scale by Trainorama.

batches between the years 1962-1968. They can be summarised into two main groups, 1-135 and 136-660. The first group were similar to the recently introduced BLX van, but with louvered sides in lieu of pressed sheetmetal ones. The second group differed in that they did not have the single vertical rib offset from each side of the door opening and the vertical wall struts were not top gusseted.

Other variations within this large class of wagons included the doors and ends. The original sets of doors were plain panelled, but latter modifications saw one, then two, louvres added into the lower panels of each door. VSX style doors have also been fitted to some wagons. The variations in the ends relate mainly to the louvres in the end roof line, with some wagons having none, most one and some two.

These wagons have always been painted in the standard VR wagon red with silver roof (to reflect the sun's heat). Various logos have been applied, a small or medium sized white VR logo on the doors or the large VR logo centrally on the wagon side. Since 1986, a V/Line logo has been applied to the upper left hand end of each side. With the introduction of four letter coding in 1979, these wagons became VLCX. In recent times, many have been withdrawn from service and stored in and around Melbourne yard due to the swing away from the less-than-wagon-load traffic that these vans were suited to.

Further information and photographs can be found in the December 1984 edition of AMRM.

Various manufacturers have released models of the VLX, Prototype with a whitmetal kit and BGB with a resin kit being the main two. The latest offering from Trainorama is the first ready-to-run and the first in injection moulded styrene.

The model is supplied safely packed in a moulded plastic insert within a yellow cardboard box which is conspicuous with its red trim and blue writing. The model has a one-piece moulded body shell, one-piece moulded floor with metal weight and clip-in bogies that have metal wheelsets and European couplers. It is finished in VR wagon red with silver roof and black underframe/bogies. The large VR logo is applied, as is the code board (VLX 213), 'Roller Bearings' and bogie exchange X symbol, all in white and on a black background where appropriate. While most of the lettering is well applied and readable,

the large logo does suffer from distortion and is curved over its length.

On first appearances, there is no doubt that this is a good representation of a VLX wagon, with its distinctive louvered body with large sliding doors and high set rounded roof. Handrails, stirrup step, shunter's steps and handbrake are all moulded onto the body. The roof has been scored across the body to represent the weld lines between the eleven individual steel sheets of the prototype.

The doors on the model are of the later style, with two louvres in the lower panels on each door. They are well represented, with all of the structural detail and door latch mechanism in place. The sides and ends of the wagon have all of the vertical channels, louvres and pressings in the correct location and reasonably well defined, with the exception of the corner pillars. These have, on the sides, an additional thickness that is not evident on these wagons. Also, it is disappointing to note that the louvres are very shallow and lack the depth of the prototype. Perhaps some careful weathering would help to give the appearance of greater depth. Another disappointing area is the contour of the roof. This should be made up of a series of curves over its width, whereas the model has a very distinctive 'flat' section through the middle. This is made all the more noticeable by the reflective finish of the silver paint. Again, some light weathering would help to disguise this error.

On all of the models sighted to date, the floor has not been a good fit, exhibiting a distinctive bow across its length. Investigation has shown that the metal weight has not been attached to the floor correctly and the moulded plugs on the floor push too far into the corresponding lugs that project from the wagon roof. This can be corrected by cutting the metal weight free and gluing in place, then packing the plugs with small washers until a level floor is achieved.

One other item that demands mention is the placement of the handbrake handle. These wagons have a lever type handbrake that works on a ratchet, engaging the brake chain when pulled in the clockwise direction, then falling back to the vertical when let free. Unfortunately, the lever is moulded in the eight o'clock position, something highly unlikely on the prototype!

The VLX is a good attempt for a first model

from this new manufacturer, one that is only let down by small and frustrating errors in the detail. It should appeal to a wide cross section of Australian prototype modellers as, being suitable for bogie exchange, they have been a common sight on all broad and standard gauge routes since their introduction.

Dimensions are as follows:

Dimensions	Prototype	Model
Length	40'2"	39'11"
Width	8'9"	8'11"
Height	13'9"	14'2"

Jim Leppitt

**NSW PTC 48 class HO scale locomotive in reverse livery by Powerline, PO Box 264, Penrith, 2751. Price: \$110.00.**

With awareness of the public demand for road safety, the then NSW Public Transport Commission adopted a livery that would be more visible to motor vehicle drivers at level crossings. Known colloquially as 'reverse' livery, the noses of each end of some locomotives were painted yellow, with the original yellow whiskers reversed out in Indian red - hence the name. Naturally, each class was given a different style and, in some instances, there were numerous variations in each scheme. 48109 was painted in 1981.

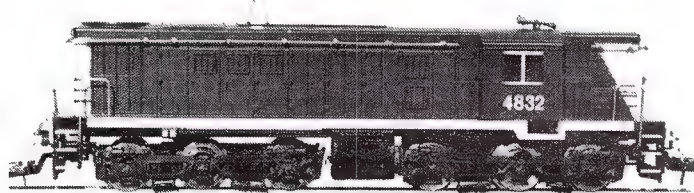
The Powerline model is a standard Mark 1 48 class with mechanism (reviewed in the April 1991 issue). The body is painted in the Indian red applicable at the time, with yellow No.1 and No.2 ends and a yellow line along the side of the running board. Cab side numbers are yellow, as are the end hand stanchions and chain. Also yellow are the edge of the steps and the edge of the buffing plate. The pilot is silver, as are the cab window frame and the exhaust. The horns are red.

Taking into consideration the present day restriction on lead in paint, the colour and coverage of the yellow is fine. Edges are crisp and free of overspray. Filter panels are black.

While only applied to a small number of locomotives, Powerline have released 4832 and 4825 in this livery. Both are correctly marked on cab side and number boxes. The reverse livery had a long life, with some units being painted Freight Rail Blue over the drab reverse style.

Another fine addition to the Powerline range.

Bob Gallagher



4832, an HO scale 48 class in 'reverse' livery, as released by Powerline.



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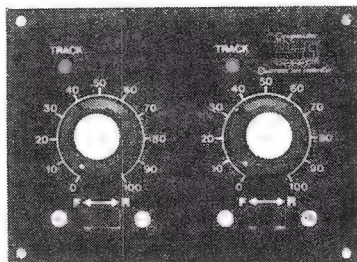
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Twigg is an HO scale layout based on an imaginary Victorian town. The layout differs from most layouts based on Australian railways in two aspects. First, Twigg is an end to end layout as opposed to the more common circular layouts and second, it is small. To be more precise, Twigg is a minimum space layout. The layout measures 203cm in length and is 45cm wide. This is approximately the length of the average house door but smaller in width.

For a layout of this size the name *Twigg* was most suitable. It was derived as follows: Railways have mainlines and branch lines, this layout is too small to be considered a branch, hence the name Twigg. Yes, I know the humour is poor 'bud leaf it awhile and it grows on you.'

Now many people will find it hard to believe that an HO layout can be constructed in an area smaller than a door. In England where space is at a greater premium than Australia, it is common to use a station to fiddle yard approach. What we have done has been to take this idea and marry it with Australian railways. I accept that we have taken less space than is usual even with this type of layout. Incidentally, the track plan is in no way related to the American Timesaver concept: the plan is based on one appearing in the English *Model Railways* magazine.

We are fortunate in that we do have the room for a larger layout; however a small layout appeals. A minimum space layout has many advantages over a large layout. There's a lot less track to clean for starters. I think we would all agree the less time we have to spend on maintenance the better. In addition a small layout is easier to transport - the whole layout, plus trains etc., fits comfortably in the family station wagon leaving plenty of room for two operators. Finally Twigg requires less locomotives and rolling stock than larger layouts. A long train on Twigg is a Z Van, three 4 wheel wagons and a locomotive.

Small layouts are supposed to have disadvantages when compared to larger layouts. We can't have large locomotives and long trains and we cannot sit back and watch trains run. That's true, but we like to have short trains and shunt them.

It is often assumed that a small layout becomes boring to operate after a while. This is not the case with Twigg. At our first exhibition we took a sequence timetable which required thirty six trains to depart and the same number to arrive. We didn't finish the timetable on either day. The allocating of stock to one of the four sidings and the making up of new trains kept us so occupied that we only dispatched 32 trains in nearly eight hours.

#### Baseboards

The two sections of the layout have been recycled from an N scale layout that I built some years ago. That layout measured 3 metres by 0.9 metres. So we just cut one of the baseboards to size. It was constructed by using 42mm by 19mm framing covered with a 12mm chipboard top. Three sets of legs are used on Twigg and they are an inverted T shape ensuring stability is provided.

The layout is approximately table height at track level. To some modellers this is too low; fair enough, for we all have our own preferences. There are three reasons why this height was chosen. For my part it means I don't have

*A rare sight. This is one of the few occasions when there are two locomotives on the layout. In the goods shed is a metal casting of various sized boxes which allow us to have the doors open on the shed. The little man in the photo is a Preiser workman included in the batch painted for the layout. A 105 mm lens was used for the photo.*

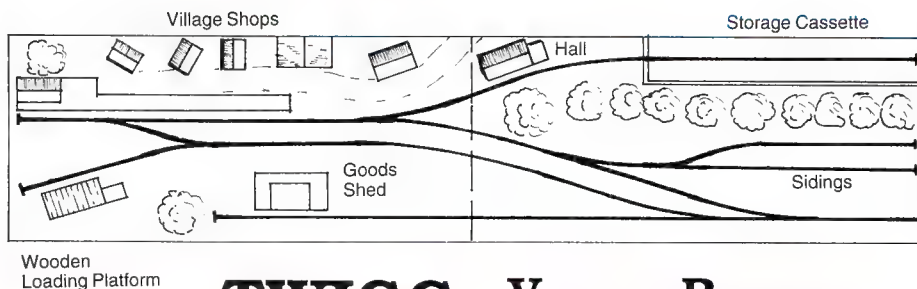


*The enthusiast on the platform is using his binoculars to obtain a better view of the approaching locomotive coming to haul the passenger train standing at the platform. This photo shows the goods shed is not designed to serve two tracks; it's just the narrow baseboard that gives this impression. The war memorial is a three piece Dapol kit which stands in front of part of a Faller market - there wasn't the room to include all of the Faller kit. The magnets for the uncoupling were installed after we laid the track, hence the appearance of one at the end of the platform.*

# TWIGG

## Too small to be a branch

by Martin Murden



**TWIGG VICTORIAN RAILWAYS**







Y162 edging past the local hall and fauna collection, most of which are F&G castings.

to stand up to run trains. At exhibitions smaller children can see the layout without having to be picked up by an adult.

Most importantly is the height of Twigg's second operator. My elder daughter, Mandie, operates the layout with me at exhibitions. Although she is tall for a ten year old, the current layout height is suitable for her.

### Track

Peco track and points have been used along with Peco point motors. Although Code 100 track is not as fine scale as some modellers would use, we have been happy with it. After all, from a metre's distance there's not much between code 100 and, say, code 70 rail, especially once the track has been ballasted. As the layout is so small we laid a thick layer of cork over the whole baseboard instead of just where the track was to be placed. This meant the track plan could be altered without having to be concerned about where the cork underlay was and wasn't.

A small spray can of a light grey paint was applied to the track prior to commencing to ballast. This had the effect of removing the plastic look attaching to the sleepers. I then applied LaBelle 108 oil to the moving parts of each of the seven points to ensure no problems were caused with the ballast. Both ideas were picked up through reading model railway magazines.

The ballast itself is a mixture of sifted sand, grey tile grout and plaster. This was made up in a 3:3:1 ratio and put in place on the layout and built up to sleeper height. It was then sprayed with water. Once dried small amounts of photocopier toner was used to darken the ballast. This allowed some variation in colour to be achieved. The ballast was then sprayed with a mixture of Aquadhere, dishwashing detergent and water. Finally the rails were painted with Floquil rust.

### Electrics

The layout was wired by fellow member of the Metro Model Railway Group, Mick Molloy. It was surprising how much wiring was required for a layout of such a small size. Although Twigg is small enough to allow hand operated points I elected to have point motors installed. We use hand held Troller controllers which I purchased some years ago from Fife Thorpe when he owned Hobbycraft Barwoods. Whilst the layout is wired to allow two trains to run simultaneously, we usually only run one.

### Scenery

On a layout of this size there's not a lot of space left for scenery after the track is laid. The sky backscene is a first attempt at a backscene and was painted by my 8 year old daughter, Kylie. There is an extension to the sky on one section. This fits in place in front of the sky on the second section and with some Bluetack is held in place. This has the advantage of eliminating the join in the sky where the two sections of the layout join. Again, not an original idea but one obtained from reading magazines.

Ground cover consists of brown and various green shades of scatter material. These were placed on the layout and then glued in place with diluted Aquadhere applied with an eye dropper. Small clumps of Woodland Scenics foliage have been used across the layout. I had a part-used bag of Slaters dark brown scatter material which was just sufficient to make the road.

You will note from the photos there are no cars on our road. There is a very simple reason for this; the addition of a car reveals just how narrow is the road.

### Trees

One of the advantages of belonging to a club

is being able to pick up ideas and assistance from fellow modellers. Neville Filer showed us how he made trees that were flexible. His method allows the limbs of the tree to be moved after the tree has been placed on the layout.

Construction commences with the twisting together of several strands of wire. These are separated to form branches and dipped in latex. Sawdust is sprinkled on the tree after it has been removed from the latex. The process is repeated once or twice more to build up the bark on the tree.

At this stage I opted to paint the "bark" although it is not really necessary. Clumps of lichen was then glued to each tree to form the basis for the foliage. After spraying with a craft glue, dyed sawdust was then liberally thrown at the foliage. Loose material was collected and the process undertaken a second time. Finally the whole tree was sprayed with a cheap hair spray.

This process of building trees has proved itself when placing them on the layout. Being able to bend the limbs of each tree has made it easier to install, in particular when trying to position trees near the backscene.

### People

Even a small layout needs a lot of people. This aspect of the layout can be quite expensive. We opted to use the unpainted people from Preiser and obtained enjoyment from painting them. Not only did we finish up with a lower total cost than for pre-painted people but the spare ones went to the club for use on a layout there.

Painting was done using Humbrol paints, for no other reason than we had a range of colours already at home. By painting the people we appreciated more of the detail involved in their moulding.

At this stage only one person on the layout has a name and that's Flora Wood the accountant. Closer inspection reveals she is not what you would expect an accountant to look like. The names used on the layout for the commercial buildings and our accountant were obtained using the thesaurus. Starting with the word 'twigg', a pleasant hour was spent obtaining suitable names.

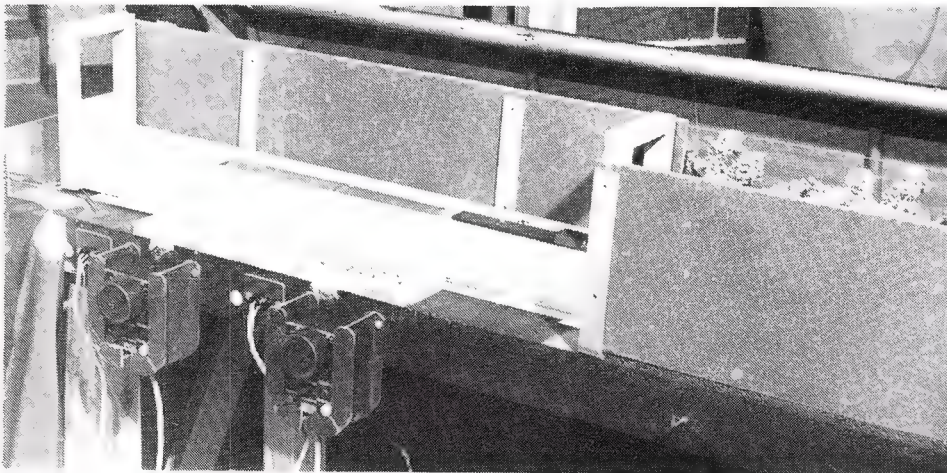
### Buildings

All of the buildings on Twigg have been made using plans that have appeared in the AMRM over the years. None of the plans have been used exactly as they appeared; all have been modified to either suit our circumstances or the fact that I'm not as good as the modeller who provided the article on how to construct the building.

The station building is based on Launching Place (June 1971 issue) and the Goods Shed and Loading Ramp are from Leitchville (October 1988 issue). Our loading ramp is slightly wider than shown in the article. The scribed piece of timber we had seemed to fit the position and so I decided not to cut it down to the size in the article.

The Municipal Chambers at Silverton (December 1975) was used as the basis for the offices of Bush Scrub Solicitors and Flora Wood & Assoc Accountant. The sharing of offices by these two professions is often seen in small towns. The two shops on the layout, Twigg General Store and Stick & Staff Butchers were made using the plans for Royal's Store (April 1986). To give some variety the two are different in both width and length. The shop front for the General Store is a Grandt Line casting with a Campbell's door. For the Butchers, I have used a spare shop window from a kit I made for a fellow member of Metro MRG. The outside toilets were made using a that-looks-right approach.

The weatherboard house at Newmerella (April 1983) was used for two of the three houses. These have been made with the second being a mirror image of the first. The roof on the



The controllers and the fiddleyard, with Y class awaiting its turn of duty.



verandah was changed to make it a simpler proposition to model. The final house was one of a group of buildings (June 1976) and was used because it fitted the space available. The Hall is from Newmerella (August 1986) and was the first building made for the layout.

All buildings have been made using the Evergreen Scale Models' clapboard siding and Campbell's doors and windows. Only two types of door and three types of window have been used in the town buildings. This was done to avoid clashes between different building types and styles. We have, I believe, a group of buildings that could be seen together in the one street.

For the station building Evergreen's V groove siding was used and the doors and windows, being simple, were homemade. Verandah posts and other small pieces on the buildings were made using Slaters styrene strips. Chimneys have been made using embossed styrene sheet. The various items used in the construction of the buildings were purchased from the Buffer Stop.

The roofing on each building is commercial corrugated iron. The two brand names used elude me at present. I originally purchased a supply of this some years ago. It certainly was a shock to see the changes in prices when I needed to restock.

At our club's 1990 and 1991 exhibitions it was decided to have a demonstration area and I volunteered to participate. In 1990 I took along the materials required and built the Hall during the weekend. The following year I was better prepared; some parts were pre-cut prior to the exhibition. During this weekend I worked on all the houses and the three commercial buildings and had got to the stage of commencing to roof these by the close of the exhibition.

There are two types of fences on the layout - paling and post and wire. The paling fences were made from paper. Initially I used the computer to draw a series of straight lines. This ensured they were parallel. The printed version was reduced using a photocopier and coloured by my daughters. The paper was then cut to size and glued back to back to give the effect of palings on both sides. Stripwood was used for posts and rails.

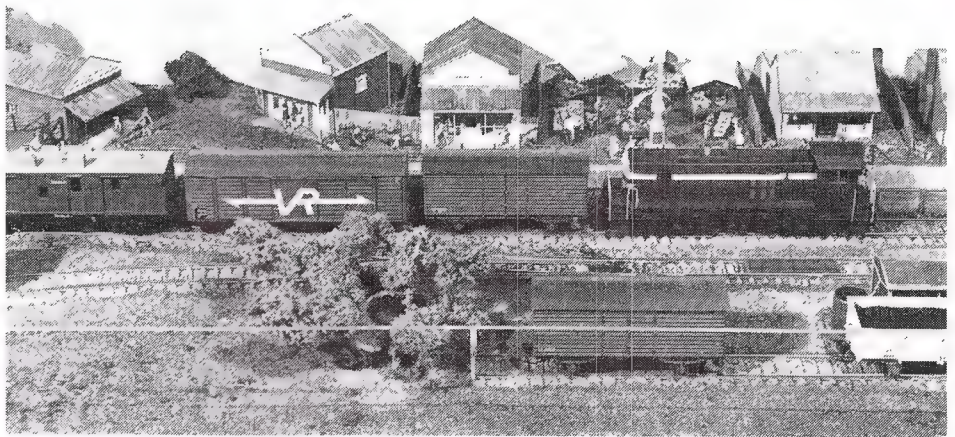
The post and wire fencing is used around the hall and on the station platform. The fencing kit from Sentinel was used for the hall. For the station I made the fence using stripwood and cotton following the basis used in the kit. This was easier to install than for the hall, simply because the platform could be moved from the layout.

#### Locomotives

Our plans were to have four locomotives for the layout, all small and all different. I like the look of the Y class and so when Alco announced their intention to produce a model of this diesel, I ensured one was reserved. This is in the blue and yellow of Victorian Railways. Our second loco is a yellow Rail Tractor obtained from the Buffer Stop which was produced in small batches some time ago. This has proved to be popular at exhibitions with many requests asking where one can be purchased.

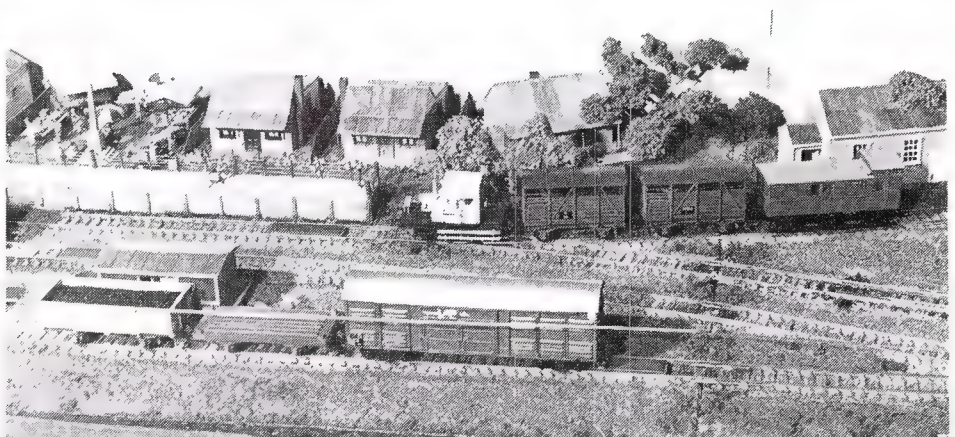
The third loco is a Northern Models T class which will run using a spud for the mechanism. At the time of writing, this is with a member of the club, Gary Ritchie, for painting in V/line colours. Our final locomotive is an F class diesel which was modified from the Roco model as described in the June 1984 issue of AMRM. Well, it was modified as best as I could achieve. With three different coloured locos already, I checked on the colours the F class appeared in and decided on the green as used when some were owned by the State Electricity Commission (Vic). This has also been painted by Gary Ritchie. Our reason for running in this colour is that it wasn't repainted immediately upon purchase by Victorian Railways.

Some people would disagree with the use of



*Y162 heads a short freight away from the platform past the village, which includes Royal's Store on the left.*

*The rail tractor hauls a couple of M cattle vans and a Z van out of the fiddle yard. Behind the guard's van is the locally built hall which was the first building made for the layout.*



assorted coloured locos. That's not a problem; railway modelling is a hobby where we can all be different and still enjoy ourselves. I'm not certain though if the paying public at exhibitions, excluding hobbyists, would be aware of the inconsistencies involved in our modelling.

#### Rolling Stock

Of the nineteen items of rolling stock at the time of writing, fifteen have come from Broad Gauge Models (now Steam Era Models kits). The kits represented are GY wagons, M, U, T and Z vans and a BW coach. There is also a VLX and a V van from BGB and a Model Company ZLP van.

Each of the non-bogie wagons has had brass bearings added when the kit has been made to assist with their running. The kits were all painted using Humbrol paints for either the yellow or red of Victorian Railways.

For two of the GY wagons, tarpaulins have been added. The other GY wagons have loads; coal, sand and gravel. My wife likes herbal teas. When she has finished with her teabag, I have pulled them apart and spread the contents on some foil and left this to dry for a few days. An idea that appeared in an English magazine was to use some card, cut and fold it so that would fit in a wagon. The next step would be to cut some slits in top of the card, push them up from underneath and tape them in position from the underside. This ensured the wagon load would not be flat. PVA glue was then spread liberally on the top of the card which was pushed into a pile of dried tea leaves. After drying this process was repeated and the wagon load painted.

The latest additions to the rolling stock have been two KQ wagons built using the article in the August 1980 issue.



*The rail tractor picking up a single U van and the only passenger vehicle on the system, a BW second class car.*





**Left:** This photo gives an indication of how little room there is between the platform and the backscene. Those buildings are very close to the edge of the baseboard. The van at the front of the layout is a BGB V van which is coupled to a KQ made from the article in the August 1980 issue. Our two M vans stand in the passing loop. The platform was made using stripwood, card and some scribed timber.



**Below Left:** Standing in front of the goods shed is one of two KQ wagons. These were numbered using the only white decals we had that fitted. The goods shed is a model of the one at Leitchville. Our Y Class is in the passing loop in the process of running around its train consisting of two T vans, a GY wagon and the ZLP van. This would almost be the longest train that we run on the layout.

**Below:** The layout ready to be put away. All that is needed is to add the front piece of ply to ensure stability. The layout stands at just over a metre high and can be easily moved as required. The two brackets protruding to the right of the layout are used to hold the controllers when not in use when the layout is being operated.

## Operation

As I commented at the start we use a sequence timetable for operation. This ensures that all items of rolling stock and locomotives are used. The timetable was drawn up after considering the number of combinations the rolling stock offered. Once this was done it just became a matter of juggling the combinations until they fitted. Allowance has to also be made for our smallest locomotive, a railtractor. It doesn't quite seem right to have this as the loco on a passenger train for example. The addition of a new item of rolling stock means a new timetable has to be devised. I have found the use of a simple computer spreadsheet to be of assistance, plus plenty of time and patience.

Whilst the timetable nominates the siding into which each wagon is to be placed upon arrival, it doesn't specify what has to be done with the wagons already in a siding. This requires the operator to shunt the yard to make up the next train as well as make "room" for the incoming wagons. We are not tied down to specific requirements when making room. In the same way when trains are being made up, the operator is told by the timetable what type of wagon is required. The choice of the actual wagon is left to the operator. This of course assumes that we have more than one wagon of each type, which we don't always, and that at least two of each type are on the layout.

Locomotives are not specified in the timetable. Our basis of operation is to use them in rotation. This ensures that they are used on a regular basis and coupled with the timetable's nomination of rolling stock means we can operate all day without becoming bored. Kadee



couplers have been used for all locos and rolling stock which assists when shunting trains.

Our fiddle yard, for want of a better description, consists of a cradle the length of our maximum train - 60cm. You can understand why only small locomotives are run on Twigg. We have the same number of cradles as locomotives operating on the layout. When the train runs onto the cradle we lift it off the layout and place it on a card table nearby. The next cradle and its train are then placed on the layout and the timetable continues. This has the advantage of minimising the space required for the fiddle yard and reduces its cost. No points required, only lengths of straight track. Again this was an idea picked up through a magazine.

I commented earlier about my daughter operating the layout. Our basis of operation is one of us will drive a train in to the station, carry out the necessary shunting and then run the new train offstage. The next operator takes the following train in the timetable and so we continue throughout the day. With up to 15 minutes between each train being required to operate the layout, we can have a break and gradually see the rest of the exhibition.

People, especially those outside the hobby, tend to believe that a lot of space and money are required to participate in our hobby. This view is reinforced when attending an exhibition and observing large layouts, whether owned by a group or an individual. Twigg has proved to be a means of demonstrating that participation in our hobby can be done on a smaller scale. □





# The Spirit of Progress Cars

Part 3

by Peter Clark



When I wrote the *Spirit* articles in the February and April 1992 issues, I had had verbal advice of the origin of the design from Ross Willson, and Ross has recently provided me with a copy of Harold Clapp's 1935 report of his 1934 overseas visit. I feel that considerable interesting detail is contained in this report and I have extracted some items relevant to the design origin of the *Spirit* for publication.

One of the aspects revealed in this report is the reason behind the construction of the two buffet/sitting cars to different constructional methods in 1939.

It is now clear that while *Moorabool* was built using the methods used for the *Spirit* and the two full buffet cars, *Tanjil* was a trial of the Milwaukee Road construction methods described by Karl Nystrom to Harold Clapp during his visit in 1934.

Subsequent cars, both of the S and Z types, reverted to some riveted construction, most obviously along the base of the car body. During overhauls, this line of rivets has been removed from many S and Z cars, giving an appearance like that of *Tanjil*.

One of the few surviving Milwaukee Road cars from this era is *Cedar Rapids*, built by Nystrom in Milwaukee in 1948. This car may be of interest to long-term readers of the magazine as the prototype for the Tri-ang Transcontinental observation car.

It is interesting to reflect that, apart from the dining cars *Avoca* and *Hoskins*, the most modern cars in Victoria were of the composite wood and steel construction criticised by H.W.Clapp in this report, when referring to the composite cars of the LMS railway. Clearly he wanted better for Victoria, but this form of construction carried on with suburban cars into the post war

**Top:** VRS 233, formerly 'Tanjil', at Dynon, Easter 1992. This was the prototype all-welded car built using Milwaukee Road techniques. It was converted from a short buffet with two first class compartments to a full length buffet for standard gauge use in 1962.

**Centre:** *Moorabool* at Dudley Street sidings, Easter 1992. This was the last car built using the B&O Railroad part-welded, part-riveted techniques. Apart from the blanked kitchen door and one compartment window blanked, it retains the original irregular window line of the composite buffet.

**Above Left:** VRS 232, formerly 'Mitta Mitta' at Dynon, Easter 1992. This shows the window arrangement of the original full length buffet.

**Left:** The observation from the 1948 Chicago Milwaukee train 'Hiawatha', named 'Cedar Rapids'. This car, now privately owned, is seen at Denver Union Station in October 1991. This car was built by Karl Nystrom in Milwaukee in 1948, using the techniques described to H.W. Clapp in 1934.



period.

Another point to be drawn from this information is the detail provided on the B&O class J-1 4-4-4 No 1 *Lady Baltimore*. Although he does not mention it, Clapp almost certainly had some details of this locomotive, which was not completed until the following year.

In *B&O Power*, A.F. Stauffer indicates that this locomotive was intended to be the first fully streamlined locomotive in the United States. At the first viewing of the finished locomotive, the conservative management of the first common

carrier railroad in the USA decided that they would not release the locomotive in its fully streamlined form, and it was altered to display a style felt by the B&O to reflect English locomotive styling.

A feature of the J-1 which indicates this late change of mind is the combined steam and sand dome and the form of the steam turret casing, which appear to have been intended to form part of a skyline casing, such as was fitted on the VR S-class locomotives. The second of these locomotives, B&O class V-2 4-6-4 No 2 *Lord Balti-*

*more* showed no such details, having three conventional domes.

A comparison of the VR S-class streamlining with that of the New York Central 4-6-4 5344 *Commodore Vanderbilt* will indicate that while the location of the striping and lettering was probably based on the NYC locomotive, the detail of the casing was quite different. NYC 5344 conformed to the style known somewhat unkindly as the *Inverted Bathtub*, in which the casing was supported on arch frames clear of the actual boiler, common to many early US designs.

## Report to the Minister . . . from Harold Clapp

Commissioners' Office,  
Spencer-street, Melbourne, C.I.,  
25th March, 1935.

The Honourable the Minister of Transport,  
Railway Offices, Spencer-street,  
Melbourne, C.I.

I have the honour to report that, in accordance with Cabinet's decision in March last, I have visited North America, England, and most of the countries in Europe for the purpose of investigating the more important developments which have taken place during the past few years in railway administration, operation, and practice, as well as in road and air transportation.

I left Sydney for San Francisco on 29th March last, accompanied by Mr. R.G. Wishart, Commissioners' Special Officer, and, after a highly interesting and instructive tour, returned to Melbourne on 16th December. About four months were spent in the United States and Canada, about two months in England, and more than a month on the continent, where we visited France, Germany, Denmark, Holland, Belgium, Switzerland, and Italy.

For the purposes of my visit I could not have gone abroad at a better time. Greater advances have been made in every phase of railroad operation during the past few years than at any other time in railway history. On the one hand Administrations have had to face the modern demands for greater speed and comfort in passenger travel and improved services for goods business. On the other hand the world-wide depression and other factors have rendered it essential that expenditure be reduced in every practicable way, consistent with giving satisfactory service.

### Air-Conditioning

Unquestionably, the greatest advance in modern railroading is the air-conditioning of trains. This system provides for the control of the temperature and humidity of the air circulating in the railway carriages, and for the complete elimination of dust and dirt. The insulation necessary for air-conditioning, moreover, is an important factor in reducing noise within the carriages. The innovation has been the subject of intensive research and experiment for several years past but it can now safely be said to have passed the experimental stage.

At the time of my visit approximately 2,300 railway carriages in the United States had been equipped with air-conditioning to meet the public demand for greater comfort, and before 1st June next practically the whole of the passenger stock used for long-distance services in that country and on Transcontinental trains in Canada will have been so equipped. The innovation is of course, a feature of all new passenger stock constructed for long journeys in North America.

After investigating the position in England I discussed with J. Stone and Company, who have been closely associated with railway work throughout the world for many years past the question of providing air-conditioning equipments for the Victorian Railways.

Engineers of this Company have made a close study on the ground of all the systems in the United States, and I am satisfied that Stone and Company are the only British manufacturers who can provide satisfactory air-conditioning equipment for the Victorian Railways.

My views in regard to air-conditioning were briefly set out in the memorandum which was submitted to the Honorable the Minister by the Deputy Chairman on 8th November last, and which contained my recommendation that two sets of air-conditioning equipment be obtained from Stone and Company for use on the Victorian Railways.

After a most exhaustive study of air-conditioning in all its aspects, and in the light of its unqualified success in attracting passengers, not only from commercial road services but from the ranks of private car users, on every railroad on which it has been adopted, I am convinced that if we are to hold our present passenger traffic, and progressively build upon it in the future, it is imperatively necessary that air-conditioning be introduced in Victoria.

I have not the slightest hesitation in affirming that the innovation will be economically justified, and that it will prove as popular and as valuable a travel builder in Victoria as it has in North America.

Prior to leaving London I received your approval of my recommenda-

tion, and placed an order with Stone and Company for two sets of equipment at a total cost in England of £2,800, delivery to be given about the middle of July next.

The company is now engaged in the manufacture of the equipment, and when received it is proposed to install one set in the dining car on the Sydney Limited, and the other set in a standard passenger carriage, which will be used on various long distance services.

The installation of these two sets will enable us to demonstrate the advantages of air-conditioning and also afford the staff concerned an opportunity of gaining experience with the operation and maintenance of the equipments.

During the cold months of the year in North America, when it is necessary to warm the interiors of the car the air is passed over a steam radiator, but in the system which it is proposed to adopt in Victoria the air will be passed over an electric radiator and its temperature slightly raised before it enters the car.

### Medium Weight Passenger Carriages

Some railroads have already secured or are building modern steel passenger carriages of medium weight. On the Chicago, Milwaukee, St. Paul and Pacific Railroad the Administration has constructed 100 all-welded steel passenger carriages, each weighing approximately 43 tons.

At the time of my visit to Chicago I was afforded facilities by the Chicago-Milwaukee Railroad Authorities to inspect the car designs and the construction work which were in hand in their car shops at Milwaukee.

The designs follow the welded pan form of construction, and the general contour and appearance of the completed vehicles were very attractive. A considerable amount of difficulty inseparable from advanced developmental work of that kind had been experienced in connection with the construction and welding work. For the full information which I obtained in regard to the methods of overcoming such difficulties, including the correct sequence of welding and cooling operations, a vital factor in avoiding stress and distortion - I am indebted to Mr. Karl Nystrom, the Superintendent of Car Construction, through whose courtesy also I was supplied with complete detailed drawings of the new carriages.

Subsequently, when visiting the Baltimore and Ohio Railroad at Baltimore, I found that the Administration had ordered from the American Car and Foundry Company, two eight-car passenger trains of different types, one of Cor-ten steel, and the other of aluminium alloy.

Later on I visited the American Car and Foundry Company Shops at St. Charles, Missouri, where the construction of the Cor-ten steel carriages was well advanced and was given the fullest possible information in regard to the construction methods, and supplied with all the plans and drawings to enable medium weight steel cars of similar type to be built in Victoria. These trains, which are semi-streamlined and air-conditioned, but not articulated, will ensure a greater measure of safety at high speeds than with the light weight aluminium or stainless steel trains, and they represent the Baltimore and Ohio Railroad's answer to road and air competition. The trains, which are very roomy, will weigh less than half as much as ordinary trains of similar size in the United States, although approximately the same weight as our present standard carriages. One of the new trains will be hauled by a superheated steam locomotive of the 4-4-4 type, equipped with a water tube boiler generating 300 lb. steam pressure and specially built for speeds of upwards of 100 miles per hour; and the other by a diesel electric locomotive comprising two separate units each of 1,800HP. The steam locomotive has a booster engine mounted on one of the axles of the trailing bogie. The booster is being used as an aid in the acceleration of the train from rest, and does not cut out until speeds in excess of 30 miles per hour have been attained.

This is the first instance of a passenger locomotive being equipped with an accelerating booster.

Apart from the additional safety obtained, an important feature of the steel body is the facility it offers from a maintenance point of view for fabric covering, spray painting, &c.

In England I obtained from the London, Midland and Scottish Railway Company details of the construction and drawings of a type of medium weight vestibule passenger carriage constructed at the Derby Works in April last, which incorporates a completely new design of body framing, with electric arc-welded bogie and underframe. The length over buffers is



The VR S-class on the other hand, had the style where the original boiler cladding was retained, and a casing was placed over any boiler mountings. There do not appear to be any obvious precedents to the casing on the VR S-class, except for B&O No 1. Since Clapp's documented visit to the B&O preceded the decision to de-streamline No 1, any drawings would have shown the locomotive in its proposed streamlined form, and may have been used in drawing up the S class casing.

By 1938, US locomotives were using the

60 ft. 8 in., and the weight is about 24 tons.

The bogies, which are built up from rolled steel sections, follow the general lines which have been standard for riveted construction, but all the framing members are welded together by the electric-arc process. The only riveted or bolted parts are those which require frequent removal, such as brakework, ax-leguard liners, &c. Several all-welded steel bogies are being used under passenger train vehicles on the Victorian Railways at the present time.

The underframe, which also is composed of rolled steel sections electrically welded together, follow the London, Midland, and Scottish standard riveted design in its general appearance.

When the underframe and bogies were completed they were subjected to a test load about 100 per cent. in excess of the anticipated working load, and no sign of weakness was found. The teak pillars of the body frame-work fit into mild steel box brackets welded to the underframe sole bar and the cantrail, and it is claimed that in addition to effecting a considerable saving in weight the connections between body and underframe have been made more rigid and shock proof.

The ends of the coach are built up of steel angles welded together and to the headstocks, and it is affirmed that the strength of the ends is almost equal to that of a steel coach.

This is the first electrically welded composite steel and wood coach built for use in England and by a British Railway Company, and it incorporates a system of body framing different in principle from that which has been standard in England for nearly a century. This type of construction, comprising a welded steel structure, in combination with wooden post members, can in no sense be regarded as having anti-telescopic features or sufficient rigidity to withstand partial or complete collapse resulting from serious collisions or derailments involving overturning. In other words, it lacks that end strength and cross-section strength which are so essential in modern high-speed passenger trains.

The extensive information obtained in regard to developments in passenger carriage design and construction includes drawings of the:

- Latest types of steel passenger carriages used in Holland, Belgium, and Germany, including the construction and arrangement of the bogies, in which rubber is used extensively to ensure sound-proofing and prevent vibrations being transmitted to the car bodies;
- Construction of the anti-telescopic vestibule ends of passenger carriages and the general arrangement of the six-wheel passenger bogies on the Canadian Pacific Railway; and
- Four-wheeled bogie cars on the Aitchison, Topeka, and Santa Fe Railway.

The report continues ...

skyline casing form, and I have always felt that the 1938 C&NW class E-4 4-6-4 was much closer to the VR S than NYC 5344, although it could not have influenced the S, and perhaps the reverse was the case. In fact, in 1939 NYC 5344 was converted to the later Dreyfuss styling, including the skyline casing.

In closing, I should like to thank David Cooke for drawing my attention to my error in attributing the B&O origin of the *Spirit of Progress* to Les Poole's article in the May 1954 ARHS Bulletin. While these are quite excellent articles, and I

recommend them to anyone interested in VR passenger stock, there are occasional errors and omissions, and the design origin of the *Spirit* is one of them. I apologise if I have confused anyone by indicating that the information contained in them was more complete than it was.

David's reference to the series was slightly in error, in that the articles ran from 1953-1955, and the May 1954 article was the one in question. Also, only the first article appears to have been written jointly with John Buckland. □

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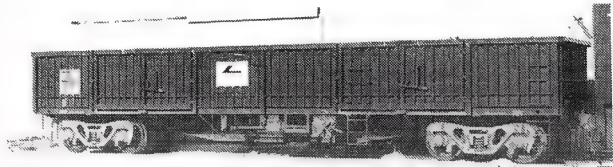
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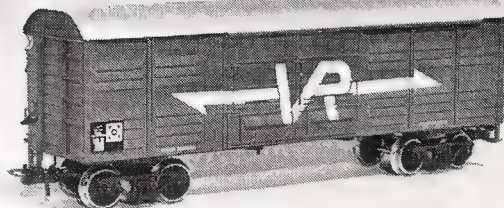
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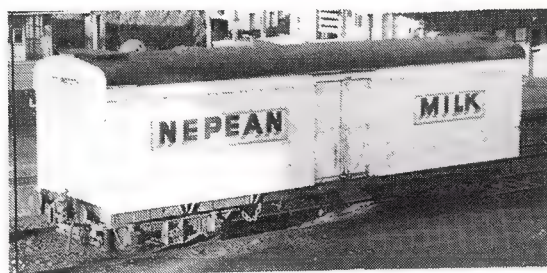
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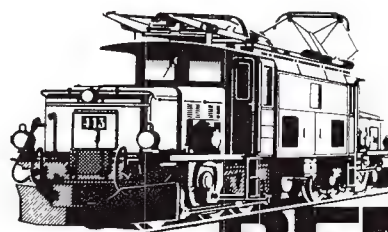
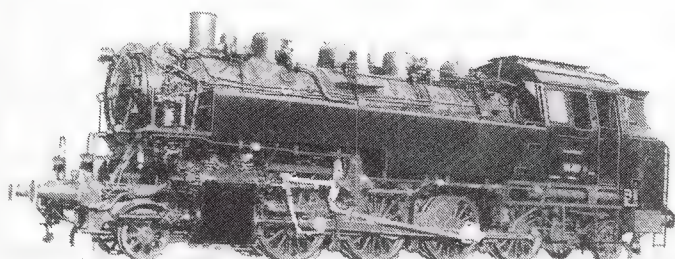
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### Freightline Wagons

Commonwealth 12 Wheel Tanker	10.00
Tankers - Golden Fleece, Ampol, Caltex, Black	10.00
Container Wagons -	
ANL, TNT, OOCL, ANR, QR, NZ Superpack	10.00
Hoppers - SAR, AN (Green/Yellow)	8.00
Hoppers -	
Westrail, BHP Steel, Freighttrail Grain	10.50
Gondolas - VR, V/Line, SAR	10.00
Containers 20' - ANL, TNT, OOCL Su'pack	pr 4.50
Containers 40' - OOCL, Sealand, Mitsui	pr 10.00

### Powerline Rollingstock

Gondolas - Brown, Black, Blue	12.00
Gondolas - Brown with 40' Container -	
OOCL, Sealand, Mitsui	16.50
MHG Brake Van - Black, Tuscan	19.00
S Truck (4 different numbers)	14.00
S Truck 6 pack (6 diff. numbers)	73.00

### Original Trax Coaches

Economy FS - Candy, 1st Class BS - Brown	18.50
2nd Class - Brown	18.50

### Bachmann Locomotives HO

2-8-0 Consol. w/Tender - Santa Fe	79.00
0-6-0 USRA w/Sloped Tender - Santa Fe	49.00
4-8-4 Overland w/52 Tender - UP	
with Spectrum Mechanism	119.00
2-8-0 Consol. w/Tender - GN	
Classic Collectors Series	99.00
San Francisco Cable Cr - P&M	29.50
Streamline Trolley - CTA	29.50
EMD GP50 Diesel - UP, SFe, EL	33.50
EMD F9 Diesel - UP, SFe, Amtrak	29.50
Plasser EM80C Track Cleaner - UP, Amtrak	33.50
EMD GP40 Diesel - SFe, Conrail	33.50
U36B Diesel - RI, SFe, Chessie	33.50
EMD F40PH Diesel - Amtrak	38.00
E60 CP Electric - Amtrak	50.00
EMD DD-40X 16 Wheel Diesel - UP	55.00
Tri-Level Car Transporter - PC	21.00
Crane Car with Boom Tender	21.00
Crane Car with Spotlight Tender	23.00

### Bachmann Plus Locomotives

EMD F7A - UP 1468, UP 1470	41.00
EMD F7A - GN 316A + 311A	41.00
EMD F7A - B&O 231 + 251	41.00
EMD F7A - Pennsylvania 9615A + 9656A	41.00
EMD F7A - NYC 1711 + 1873	41.00

### Bachmann Plus Locomotives (Continued)

EMD F7B - UP 1476B + 1492B	41.00
EMD F7B - GN 313B + 314B	41.00
EMD F7B - B&O 231X + 251X	41.00
EMD F7B - Pennsylvania 9648B + 9666B	41.00
EMD F7B - NYC 2443 + 2457	41.00

### Bachmann Spectrum HO

44 ton Switcher - GN 50 + 51	
Southern 950 +952, SP 1901 + 1902	
Denver RG&W 39 + 42	49.00
70 ton Switcher - Baltimore & Annapolis 50,	
SP 5103 + 5108, Bethlehem Steel	
43 + 47, Family Line 98 & 99	49.00
GP-30 Diesel - CSX 4209 + 4223, UP 731 + 844,	
B&O Sunburst & Capitol, PRR2204 +2218,	
NPR 902 + 908, Can.Pac. 8200 + 8201	49.00
UP - Combine 2514, Coaches 1086, 1114, 1128	
Diner 4051, OBS 1505	29.00
GN - Combine 574, Coaches 961, 967, 958	
Diner 1032, OBS A10	29.00
B&O - Combine 1447, Coaches 5480, 5482, 9489	
Diner 'Molly Pitcher', Observation 900	29.00
NYC - Combine 304, Coaches 412, 809, 964	
Diner 636, OBS 'Detroit'	29.00

### Athearn Diesels

EMD F45 GN, SD9, Undec.	45.00
EMD SD45 Union Pacific, Southern Pacific	45.00
GE U28C SP, U30C Milwaukee	45.00
GE U30B Burlington, U33C GN	45.00
SD40-2 B&O, BN, MP	58.00
DD40 PRR, SP, UP, Burlington	49.00

### Pola HO Scale Kits

659 Goods Shed	24.00
706 Pedestrian Bridge	11.00
568 Esso Garage	14.00
370 Pickle Factory	25.00
162 Townhouse under Demolition	29.00
533 Alpine House/Antique Shop	16.00
511 Loco Shed	11.00
579 Small Town Inn	14.00
180 Municipal Transport Depot	22.00
178 Art Nouveau House	24.00
806 Brewery	25.00
557 Warehouse	25.00

### Miscellaneous

IHC Brass Points - Elec. w/Switch	9.50
5 Chime Brass Horns	pr 3.00

### AMRI HO Kits

Suburban Station NSW with Platform	24.00
NSW Water Tank Kit - no stand	6.50

### Bachmann Collectors Sets HO

Prussian, John Bull	59.00
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### IHC Locomotives HO

GG-1 Pennsylvania, Tuscan, Green, Silver	89.00
2-8-2 Mikado with Tender, Southern, SFe,	
NW, GN, LTN, Can.Nat., Atlantic Coast	79.00
4-6-2 w/Tender, Southern, SFe,	
Chessie, GN, SP	79.00
SD-40 Diesel, UP, CP Rail,	
Burlington Northern, Chessie	59.00
Light Rail Vehicle Trolley	59.00

### International Hobby Corp. HO Kits

Cheyenne 650 Ton Coal Bunker	69.00
Water Bridge, Sand Tower	18.00
Concrete Plant, Spider, Octopus	29.00
Gantry Crane, Concession Booths 1&2	21.00
Swinger, Carousel	27.00
Ferris Wheel	22.00
Thunderbolt	35.00
Skywheel (with motor)	36.00
Motor for Carnival Kits	8.00

### International Hobby Corp. HO Kits (Continued)

Shopping Centre - Fast Photo, Charisma	
Fashions, Dino's Pizza, Cards & Gifts, Health	
Aids	ea 11.00
Homes of Yesterday & Today -	
19, 20, 21, 22 & 23	ea 12.00
Victorian Homes - 1, 2, 3, 4 & 5	ea 14.00
Storefront Buildings - 14, 15, 16, 17 & 18	ea 14.00
Colonial Homes - 7, 8, 9, 10 & 11	ea 14.00
Falling Star, Sea Dragon	35.00
Life-Like HO	
GP-38 Diesel with Caboose - Burlington Northern,	
Santa Fe, Union Pacific	30.00
F7A Diesel with Caboose - Sth Pacific	30.00
F4D Diesel - UP, Amtrak	35.00
F7 Diesel - Burl. Northern, Santa Fe	35.00
2-6-0 with Sloped Tender -	
Penn, Union Pacific	29.00
0-4-0 Baltimore & Ohio, Old Time Steam	27.00
GP-38 AN Green/Yellow	25.00
Coal Hopper - L&N, Cattle Car - NYC	6.00
Gondola - B&O, SP, Hopper Wagon - BHP	6.00
Tank Car - Dupont, Conoco, Mobil	6.00
Container Wagon - IPEC, Stock Wagon	6.00
Reef Wagon - Peters Ice Cream	6.00
Wagon - Arnotts	6.00

### Atlas

Turntable - Manual	29.00
Turntable - Motor	35.00
Brass Points - Elec. w/switch - L or R	10.00

### Revell HO Scale Kits

2101 GMC Astro 95 + Canvas Trailer	6.00
2102 GMC Astro 95 + Stake Trailer	6.00
2103 Ford CL-9000 + Flat Trailer	6.00
2104 Ford CL-9000 + Car Trailer	6.00
2000 Large Railway Station	22.00
2001 Passenger Platform with Roof	10.00
2002 Overhead Signal Gantry	14.00
2004 3 Stall Engine Roundhouse	42.00
2005 Coaling Station	12.00
2006 Small Goods Shed	6.00
2011 Steel Supply Warehouse	16.00
2012 Sawmill	19.00
2010 Chemical Plant	16.00
2013 Carpentry Workshop	20.00

### Rivarossi

4-8-8-4 UP Big Boy	429.00
2-10-2 Baltimore & Ohio	339.00

### Lima Sets

The Ghan Set - Ghan loco, 3 carriages,	
transformer & oval of track	159.00
Country Link Set - Power Car, 2 coaches, trailer,	
transformer & oval of track	169.00

### Lima Locomotives

Country Link Power Car	80.00
Country Link Trailer (Dummy Power Car)	40.00
AN 'The Ghan' Locomotive	75.00
NSW SRA 422 Class Freighttrail Locomotive	90.00
V/Line S Class, AN Class 44	75.00
NSW SRA 422 Class Diesel (Candy)	87.00
NSWR 42 class Co-Co Diesel (Tuscan)	87.00
NSW 44 Class Diesel (Candy)	75.00
Victorian B Class Diesel V/Line, VR	55.00
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XPT Non-Power Trailer	45.00
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44 Class (Candy) (Economy)	59.00
EMD FP45 diesel - Santa Fe	39.00
The 'Ghan' Loco (Economy)(Green/Yellow)	49.00
422 Freighttrail Blue (Economy)	59.00
38 Class Loco - Green or Black	149.00



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## Lima Coaches

Aust. Overland 1st, Dining, Pass, Sleeping	23.00
Indian Pacific 2nd, Dining, Pass, Sleeping	23.00
Orient Express 1st Class, Restaurant	24.00
Orient Express Luggage	20.00
Aust. 1st Class NSW MBE	23.00
Aust. 2nd Class 6 Axle	23.00
Aust. MFE 6 Axle Candy	25.00
Aust. Sleeping 6 Axle	23.00
Overland Coach, Indian Pacific Coach (Econ)	17.50
XPT Country Link Coach (2 types)	34.00
AN Coach 'The Ghan'	32.00
XPT 1st Class Coach	34.00

## Lima Rollingstock

Esso Tank, Shell Tank, Wagon with Pipes, Shell	
Bogie Tank, Vic. GY Wagon - Burgundy	14.50
Aust. Container Wagon, ELX Wagon	18.50
Mobil Oil Bogie Tank, SAR Closed Wagon	17.50
Ampol 62' Tank Wagon	18.00
Vic. Covered GY Wagon	12.00
Aust. Overland Car T/port	20.00
8300 B/Van ANR Livery	24.00

## Lima Rollingstock (Economy)

Shell Tanker, Flat Truck with Containers, DB Cont.	
Truck, Freightliner Container Truck	7.50

## Kadee

No.5 HO Coupling	2 pair pack	3.70
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## Life-Like Proto Series

BL2 Locomotive - Rock Island, Missouri Pacific, Bangor & Aristook	57.00
FA2 - Erie 737D + 737A	57.00
FA2 - Louisville & Nashville 355 +356	57.00
FA2 - Chicago & Northwestern 4103A, 4104A	57.00
FB2 - C&NW 4103B, Erie 737B, L&N 200	37.00
GP-18 Rock Island, Nickel Plate Road, Illinois Central, Miss. Pac., NP, N&W (920), Lehigh, Boston & Maine (Low Noise), Southern, Burl. Northern, N&W (918), NY & Susquehanna, B&O, C&NW	60.00
GP-18 Low Nose - Ill Cent, MP, TPW, N&S	60.00

## AR Kit Co.

PTC (NPRX), (NPRY) Cement Hopper R-T-R	23.00
NSW (NLGX) Louvre Van Kit	17.00
NSW (NOBX), (NCBX) Open Wagon Kit	17.00
NSW (NFLA/F) Flat Wagon Kit	17.00
NSW (NGAX) Wheat Hopper Kit	17.00
NSW (NHAF) Coal Hopper Kit	17.00
NSW (NQOX) Container Kit with Container	22.50
NSW (NPBF) Blue Circle Cement Hopper Kit	21.00
NSW SRA (NHHF) Coal Hopper R-T-R	22.50
NSW SRA (NGHF) Wheat Hopper R-T-R	24.00
NSW SRA (NHHF) Coal Hopper Kit	21.00
NSW SRA (NGHF) Wheat Hopper Kit	22.00
NSW 45 Class Indian Red & Chrome, Red Terror	129.00
NSW 45 Class Reverse, Candy	129.00
NSW 35 Class	129.00
NSW SRA 45 Freight Rail Dark Blue, Light Blue	129.00
SAR/ANR 600 Class Mustard Pot	129.00
SAR/ANR 600 Class Orig. Red & Chrome	129.00

## International Hobby Corp. Rollingstock

50' Box Cars - Rock Island, Illinois Central, Frisco, Union Pacific, Main Central, Dixie Line, Conrail, GrandTrunk, Western Pacific, CP Rail	7.00
40' Reefers - Morrell, Oscar Mayer, Roths, Farmers Co-op, Sanoma Wines	7.00
50' Tank Cars - Dupont Freon, Thermice, Jack Frost, Exxon, Hersheys, Texaco	7.00
50' Gondolas - Reading, Rio Grande, Rock Island, New York Central, Milwaukee, Santa Fe	7.00
50' Stock Cars - Great Northern, Northern Pacific, Union Pacific, Chicago & NW, Milwaukee, Santa Fe	7.00
Operating Searchlight Car	8.00
Crane Car with Boom Tender	22.00
1150' Reefers - Wilson, Bangor & Aristook, Santa Fe, Pacific Front, Johnson Wax, Ralston Purina	7.00
50' Hoppers - Burlington Northern, Southern Penn Central, Milwaukee, MKT, Soo Line	7.00
40' Double Door Box Cars - MKT, Santa Fe, Great Northern, RDG	7.00

## Athearn Rollingstock

40' Flat Car With/Stakes, Undec.	8.00
50' Flat Car With/Stakes, Undec.	8.00
Tanker 3 Dome Shell, Undec.	8.00
Tanker Single Dome, Undec.	8.00
Tanker Single Dome - Phillips, Santa Fe	8.00
Tanker 62' - NATX	8.00
Hopper 34' - N&W, Undec.	8.00
Heavy Duty Flat - C&NW	8.00
Gondola Undec.	8.00
Impack (2) Undec.	12.00

## Sunset HO American Brass

4-8-4 Daylight - GS-2, 4, 5 & 6	449.00
2-8-2 Santa Fe	449.00
2-10-0 Frisco	429.00
4-4-4-4 PRR	849.00
2-8-0 B&O	429.00
Caboose PRR, 8000 gal. Tank Car PRR	139.00
70 Ton Covered Hopper - painted	89.00
Hopper Car 4 Bay	139.00

## Faller HO Kits

1990 Exclusive Model - BMW Agency	89.00
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## Model Power

TGV 4-Car Set (Grey/Orange)	99.00
Bullet Train 4-Car Set - Santa Fe (Red/Silver)	99.00
Bullet Train 4-Car Set - JNR (Blue/White)	99.00
Alco Diesels - Hamersley Iron, Mt Newman	49.00

## Life-Like Accessories

City People (7 pcs), People Standing (6 pcs), People Sitting (6 pcs), Farm People (6 pcs), People Walking (8 pcs), Townspeople (8 pcs), Railroad Workers (6 pcs), Cars (4 pcs), Cattle (7 pcs), Telegraph Poles (12 pcs), Road Signs (24 pcs)	4.00
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## Life-Like HO Kits

Mt Vernon Manuf. Co., 3 Storey Hotel	14.00
Oil Company, Shanty	6.00
Town Church, General Store	6.00
Police Station, Fire Station	12.00
7-11 Store, Kentucky Fried Chicken	7.00
Arch Girder Bridge (40cm)	17.00
Overhead Pedestrian Bridge	6.00

## Peco Finescale Code 75 HO

SL100F Flexitrack	4.25
SL186 R/H Curved, SL187 L/H Curved	18.00
SL188 R/H Large, SL189 L/H Large	17.20
SL191 R/H Small, SL192 L/H Small	14.70
SL195 R/H Medium, SL196 L/H Medium	16.00
SL180 Single Slip	49.00
SL190 Double Slip	53.50
SL194 Long Crossing	17.50
SL110 Joiners, SL111 Insulated Joiners	3.20
SL112 Joiners Code 75 to 100	6.50

## Peco Code 80 N Gauge Points & Track - Nickel Silver

SL386 R/H Curved Pt, SL387 L/H Curved Pt	15.00
SL388 R/H Large Pt, SL389 L/H Large Pt	15.00
SL391 R/H Medium Pt, SL392 L/H Med. Pt	13.00
ST5 R/H Small Pt, ST6 L/H Small Pt	12.20
SL394 Long Crossover	13.60
SL397 Y Point Medium Radius	13.00
SL300 Flexitrack	3.50
SL310 Rail Joiners, SL311 Insulated Joiners	2.50
ST1 Standard Straight, ST3 Standard Curve	1.60
ST2 Short Straight, ST4 Half Curve	1.40
ST11 Double Straight, ST12 Double Curve	2.00
SL14 Track Pins	1.70

## TNT Monorail Set

With T/former	125.00
W/o T/former	105.00

## IHC N Scale Kits

650 Ton Cheyenne Coal Bunker	59.00
Ginger Bread Houses - 1, 2, 3, 4, 5	ea 14.00
5 pack - 1, 2, 3, 4 & 5	59.00

## Mini Models HO Kits

Louvre Van, Cattle Wagon	16.00
FN 2nd, BN 1st Class Car	29.00
RFN Buffet, HFN Terminal Car	29.00

## Bachmann N Gauge Rollingstock

85' Amfleet Coach	13.50
65' Standard Combine - PRR	11.00
65' Standard Coach - UP, Santa Fe, PRR	11.00
85' Full Dome Coach - Santa Fe, AMT	11.80
89' Tri-Level Car Transporter - UP, SFe	15.80
Crane & Boom Tender - UP, Santa Fe	15.80

## Bachmann Spectrum N Gauge Locomotives

8-40C - UP 9183 + 9202, Norfolk Sth 8667 + 8671	
Conrail 6102 + 6114	49.00

## Bachmann N Gauge Locomotives

USRA Switcher 0-6-0 with Tender, Pennsy.	40.00
2-6-2 Prairie with Tender, UP	44.00
4-8-4 Overland with Tender, UP	78.00
4-4-0 American 119, UP	40.00
GP50 Diesel - Santa Fe, UP	35.00
F9 Diesel - Santa Fe, Pennsy.	31.00
GP40 Diesel - Santa Fe	35.00
U36B Diesel - UP	35.00
E60CP Electric - Amtrak	45.00
EMD DD40X Diesel (16 wheel) - UP	53.00
SD 40/2 Diesel - UP, Burling Northern	44.00

## Athearn

Budd RDC-1 & RDC-3 Dummy - Santa Fe, New Haven, Baltimore & Ohio, Undec.	22.00
Budd RDC-1 & RDC-3 Powered - Santa Fe, New Haven, Baltimore & Ohio, Undec.	37.00

## Peco Points & Track. Code 100 HO Gauge

SL86 R/H Curved, SL87 L/H Curved	17.30
SL88 R/H Large, SL89 L/H Large	16.70
SL91 R/H Small, SL92 L/H Small	13.30
SL95 R/H Medium, SL96 L/H Medium	15.30
SL90 Double Slip	47.50
SL93 Crossover Short	12.40
SL94 Crossover Long	14.20
SL97 Y Point Small Radius	14.00
SL98 Y Point Large Radius	15.30
SL99 3 Way Medium Radius	36.40
ST280 Track Nails (pck)	2.40
ST10 Rail Joiners (24)	2.60
ST11 Rail Joiners (12) insulated	2.60
PL10 Point Motor	7.00
PL13 Point Motor Accessory Switch	3.80
ST200 Standard Straight	1.90
ST201 Double Straight	2.90
ST221 Double Curve 1st Radius	2.60
ST225 Standard Curve 2nd Radius	2.30
ST226 Double Curve 2nd Radius	3.00
ST100 Flexitrack	3.40

## Electrofrog points add 60c to above

ST100 Flexitrack (25 per box)	83.00
ST270 Buffer Stop	2.10

## Life-Like N Scale Locomotives

GP38 - Burlington Northern	22.00
GP38 - Burlington Northern, CSX	24.00
PROTO FA2 - Miss Pac, PRR, B&O	26.00
PROTO FB2 Dummy - MP, PRR, B&O	15.00

## Life-Like N Scale Kits

Village Church, Country Cottage	5.50
Ranch House, Dormer House, Farm House	5.50

## Bachmann British OO

J72 Tank 0-6-0T - Black, Green	65.00
V1 2-6-2 - Black	95.00
BR Class 4 4-6-0 - Green, Black	109.00
BR Class 4 4-6-0 - 'The Green Knight'	109.00
BR Class 4 4-6-0 - BR2 Tender	109.00
BR Manor Class 4-6-0 - Dunmore Manor, Hook Norton Manor, Ramsbury Manor	115.00
Lord Nelson 4-6-0 - Lord Anson, Sir Martin Frobisher, Sir Francis Drake	149.00
Lord Nelson Limitd Edition	229.00

## Model Power N Gauge Locomotives

3rd Ave Tram & Trolley	34.00
Alco 420 - Conrail, Alco RSD-15 - Conrail	40.00
Alco 420 - CN, FA2 - CP Rail	36.00
F40 PH - RTA, Gotran	36.00
RSD15 - Santa Fe, BN, Rock Island, Chessie, CN, QNS&L	36.00

## Trainorama

VLCX, VLX Vans	23.00
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## Hornby

R398 Flying Scotsman	129.00
R196 BR Princess Beatrice	149.00
R239 BR 2-6-4T Class 4P	82.00
R069 0-4-0T Hensall Sand	37.00
R313 LNER A4 'Golden Eagle'	142.00

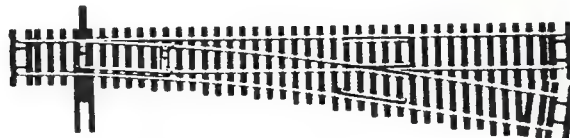
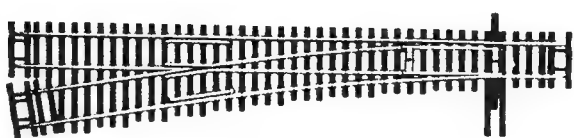
## Xuron

Track Cutting Tool	24.00
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Track, Battery Controller \$90.00  
Marklin Z Transfer Table Usually \$380.00 now \$220.00  
Roundhouse HO 2 Truck Shay Kit Usually \$126.00 now \$110.00  
Rivarossi HO Pennsylvania GG-1 Usually \$255.00 now \$199.00  
Minitrix N 'Flying Scotsman' Was \$247.00 now \$195.00

Prices apply to current stock only.

### The latest batch of Northern Models Body Kits might/should include:

NSW 442	\$53.00
Standard VR L Class	\$47.95
AN DA1 Conversion	T.B.A.
QR 1200	T.B.A.
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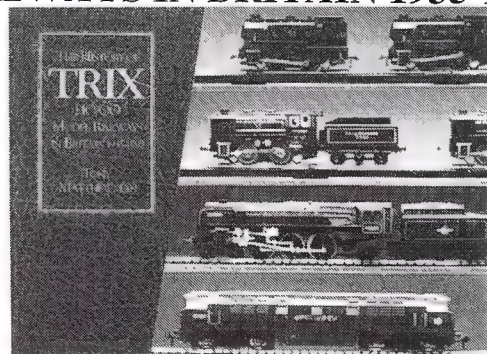
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#### Goods Wagons - 4 Wheel

LCH Coal Hopper	\$10.45
CCH Coal Hopper	Out of Stock
RSH Rutile Hopper	\$11.00
RU Wheat Hopper	\$12.55
S Open Wagon	\$12.55
K Open Wagon - Dreadnought ends	\$12.55
K Open Wagon - Diamond ends	\$12.55
CW Cattle Van	\$12.55
GSV Sheep Van	\$12.55

(All 4 wheel wagons include wheels)

#### Bogie Goods Wagons

TRC Bogie Refrigerated Van	\$14.65
HGM/HGX Bogie Open Wagon	\$14.65
OCY Container Flat Wagon	\$17.60
Bogie Water Gin	\$21.50
E Wagon Bogie Flat	\$14.65
BD Bogie Open Wagon	\$14.65
GP Bogie Concentrate Wagon	\$14.65
WTY (NGTY) Grain Hopper	\$18.95

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#### Passenger Cars

FO Open End Passenger Coach	\$29.95
LHO Passenger Guards Van	\$24.00
LHY Passenger Guards Van	\$24.00
RUB Set Cars:-	
SBS/TBS 1st class A/C car	\$28.00
SFS 2nd class A/C car	\$28.00
RS (ABS) Buffet/Diner A/C car	\$28.00
PHS Power/Brake van	\$31.50

(All passenger cars include bogies and wheels)

#### Lineside

Water Tank (std tank without stand)	\$7.85
Silvermaz Decals	
Set of codes for Tuscan RUB set	each \$2.80
Set of codes for Candy RUB set	each \$2.00

## SILVERMAZ RAILMOTORS

CPH Railmotor Kit (with brass detailing parts)	\$120.00
Bachmann Motor unit to suit	ea \$28.00
Spud Unit to suit	P.O.A.
CPH/CTH Railmotor Trailer Kit & wheels	
(with brass detailing parts)	set \$195.00

### SPECIAL .... SILVERMAZ S WAGONS

5 Body Kits with detail parts, wheels	\$55.00
5 Body Kit without detail parts, wheels	\$40.00
5 Assembled (painted black) S Wagon with brass wheels	\$65.00

See us at the October Labour Day AMRA  
Liverpool Exhibition. Our shop in Westfield  
Shoppingtown will also be open all weekend.

## SCALEWAYS

### Epoxy Resin Kits

KT001 GB Open Wagon Kit CR/ANR	\$16.30
KT002 GBX Open Wagon Kit CR/ANR	\$16.30
KT003 422 Class Pilot Kit	\$4.55
KT004 S/GM Class Cowcatchers	\$3.95
KT005 Y-Class Bogie Side frames, 4 per/pkt	\$10.00
KT006 T-Class Bogie Side frames, 4 per/pkt	\$10.00
KT007 NSW Signal Relay Hut Kit	\$15.95
KT008 20' Open Side/top Container	\$4.85
KT009 B-Class Cowcatchers, 2 per/pkt	\$7.70
KT010 WOAX/WGX Open Wagon WA Kit	\$19.95
KT011 WOSF Open Wagon Kit WESTRAIL	\$19.95
KT012 NGJW (JCW) 80' Container Wagon NSW	\$34.50
KT013 VQDW (FCW) 80' Container Wagon V-Line	\$32.95
KT014 AQDW 80' Container Flat Wagon ANR	\$34.50
KT015 WOAX MK II Open Wagon Kit WA Rail	\$19.95
KT016 PCOY Container Flat Wagon	\$24.50
KT017 NKJY Steel Slab Wagon with Load NSW	\$24.95
KT018 NODY Open Wagon Kit NSW/SRA	\$19.95
KT019 80' Container Flat Wagon STD Gauge Kit	\$32.95

## DECALS

48 Class Bicentennial (48165)	\$3.60
422 Class Bicentennial (42218)	\$4.50
80 Class Bicentennial	\$5.40
81 Class Bicentennial	\$5.40
86 Class Bicentennial	\$7.95
Freight rail white number for locos with logo	\$7.95
Grey Ghost 44 class red number 4499 with L7	\$1.50
Green/gold 49 class lines and numbers	\$2.25
Green/gold 73 class lines and numbers	\$2.25
Tuscan 48 class lines and numbers	\$2.25
White nos to suit candy and red terror locos	\$3.95
NSW steam locomotive numbers	\$3.95
FO, BI, HFO, HFA, CCA, RG, pass. sheet yellow	\$3.95
Assorted 6 wheeler passenger car sheet yellow	\$2.25
NSW first and second passenger emblems	\$2.25
NSWGR steam emblem	\$2.95
WTY-NGTY wheat wagon	\$1.50
BD NOAF open wagon - new	\$1.50
Freight rail logos (24 to a packet)	\$2.00
Superphosphate only return to Port Kembla (10 /pkt)	\$2.00
Wheat traffic only (10 to a packet)	\$2.00
Rice traffic only Griffith-Botany (10 to a packet)	\$2.00
<b>Brass Weights:</b> Improve haulage capacity by 50%	
plus of Powerline or Trax 48 Class	set \$13.95
422 Brass Pilot with Kadee Mounting Block	pr \$4.00
GM12 and S Class Pilots (epoxy)	set \$4.00
VR B Class Pilots and Fuel Tank sides	set \$7.95
830 Class Brass Handrails and MU Jumper Post	set \$2.60
Radio Aerial for AN Loco-Brass	ea \$2.00
72"6" Roof to suit L&C Sides	ea \$8.00
72"6" Ends to suit L&C Sides	set \$3.95
L&C Sides for TBC or TFX set	\$15.10

## Roof Mounting Blocks for ...

Silvermaz, Powerline & Lima passenger cars ..... ea \$1.95

## Detailing Parts

Call in and see our extensive range of metal, brass and plastic detailing parts.

## Kadee Mounting Blocks for ...

81, BL & G Class Locos ..... pair \$3.95

## Casula Polyester Kits

Dunny	\$3.25
Aussi Cottage	\$27.50
Underbody Detail Kits	
Lima Aurora cars	\$5.95
Powerline MHG	\$3.55
Powerline FS/BS	\$3.55

- 44 Class Pilots F/Rear with Air Hose in White metal ..... set \$17.50
- Send us your plastic 48 Class Powerline End Handrail MUs and we will replace them with BRASS ones for ..... pr \$8.00  
(NOTE: EXCHANGE UNIT ONLY)
- L&C Black Etch Paint ..... ea \$6.00
- L&C Yellow etch Paint ..... ea \$6.00
- L&C Assorted NSW Paint ..... ea \$4.75

## WE STOCK THE FOLLOWING LINES:

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- NOCH • HORNBY • FLEISCHMANN • FALLER
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- BREKINA • LIMA • HERPA
- JOHN THOMPSON'S 38 • BYWAYS OF STEAM

COME IN AND BROWSE AROUND

BRASS 2AT and 2SA - Bogies with Blackened  
Wheels \$25.00 pair

Samhongs power chassis for 49 class complete  
with brass sideframes - \$150.00

Also suits 421 loco and Trax 48 class

BRASS - Second hand models on sale at all times

Brass power bogies to suit AR 45 class - \$100.00

Large range of Brass detailing parts for locomotives

## IRON HORSE HOBBIES - Polyester Resin Kits

F0001 48 Class HO NSW Body Kit 1 pce	\$17.10
F0002 49 Class HO NSW Body Kit 1 pce	\$17.10
F0003 422 Class HO NSW Body Kit 1 pce	\$17.10
F0004 70 Class HO NSW Body Kit 1 pce	\$9.90
F0005 71 Class HO NSW Body Kit 1 pce	\$17.10
F0006 46 Class HO NSW Body Kit 1 pce	\$17.10
F0007 85 Class HO NSW Body Kit 1 pce	\$17.10
F0008 1927 Suburban 4 Car Set HO	\$49.50
F0009 1932 Suburban 4 Car Set HO	\$49.50
F0010 D/DK Suburban 4 Car Set HO	\$49.50
F0011 Suburban Sput S 4 Car Set HO	\$49.50
F0012 Suburban Sput Car Set HO	\$49.50
F0013 Interurban D DK 4 Car Set HO	\$49.50
F0014 Suburban Std 2 Car Set HO	\$25.15
F0015 Suburban Std WT 2 Cars HO	\$25.15
F0016 Suburban Brad ST 2 Cars HO	\$25.15
F0017 Suburban Brad WT 2 Cars HO	\$25.15
F0018 Interurban D DK 2 Cars HO	\$25.15
F0019 Parcel Van Bradfield HO	\$13.50
F0020 Parcel Van Standard HO	\$13.50
F0021 FHG Brake Van HO NSW MP	\$7.75
F0022 JHG Brake Van HO NSW MP	\$7.75
F0023 GHG Brake Van HO NSW 1 pce	\$8.95
F0024 KHG Brake Van HO NSW 1 pce	\$8.95
F0025 MHG Brake Van HO NSW MP	\$7.75
F0026 L'4G Brake Van HO NSW MP	\$8.55
F0027 PHG Brake Van HO NSW 1 pce	\$8.95
F0028 BDX Gondola HO NSW MP	\$7.75
F0029 BD Gondola HO NSW MP	\$7.75
F0030 JLX Louvred Van HO NSW MP	\$7.75
F0031 KLY Louvred Van HO NSW MP	\$7.75
F0032 MLV Louvred Van HO NSW MP	\$7.75
F0033 MLK Louvred Van HO NSW MP	\$7.75
F0034 WVX Box Car HO WA MP	\$7.75
F0035 LLV Louvred Van HO NSW MP	\$7.75
F0036 TRC Refrigerated Van HO NSW MP	\$7.75
F0037 WH-WHX Wheat Hopper HO NSW 1 pce	\$8.95
F0038 BCH Coal Hopper HO NSW 1 pce	\$8.95
F0039 BWH Wheat Hopper HO NSW 1 pce	\$8.95
F0040 K Cattle Wagon HO Qld 1 pce	\$8.95
F0041 QLX Louvred Van HO Qld 1 pce	\$8.95
F0042 Sydney Tram O Power HO 1 pce	\$15.50
F0043 Sydney Tram O Trailer HO 1 pce	\$15.50
F0044 Sydney Tram O Breakdown HO MP	\$15.50
F0045 Sydney Tram R HO MP	\$15.50
F0046 Sydney Tram K HO MP	\$12.55

F0047 Sydney Tram K Trailer HO MP	\$12.55
F0048 Sydney Tram J HO MP	\$12.55
F0049 Melbourne Tram Z3 HO 1 pce	\$15.50
F0050 Spirit 4 Car Set A Vic MP	\$36.00
F0051 Spirit 4 Car Set B Vic MP	\$36.00
F0052 Spirit 4 Car Set A HO NSW MP	\$36.00
F0053 RUB 4 Car Set B HO NSW MP	\$36.00
F0054 Sunlander 4 Car Set HO Qld MP	\$36.00
F0055 AL20 Elect O/head Test HO NSW	\$13.50
F0056 VEX Box Car HO Com Rail MP	\$7.75
F0057 VHX Louvred Van HO Vic MP	\$7.75
F0058 Containers LCL (3) HO 1 pce	\$3.60
F0059 Containers 20ft HO 1 pce	\$3.60
F0060 Battery Boxes (8) HO	\$1.80
F0061 Airconditioners (8)	\$1.80
F0062 Sydney Tram P HO 1 pce	\$15.50
F0063 Station Master's House HO	\$11.70
F0064 U Louvred Van HO Vic 1 pce	\$6.30
F0065 45 Class Diesel Body HO NSW 1 pce	\$15.50
F0066 Tram Motor HO	0.00
F0067 Tram Pole	0.00
F0068 Tram Bogie Less Wheels	\$1.80
F0069 Tram Bogies 2 Less Wheels	\$3.60
F0070 45 CL Diesel Body HO NSW 1 pce	\$17.10
F0071 FO 4 Car Set N NSW MP	\$19.99
F0072 HFO Coach HO NSW MP	\$8.55
F0073 FO Coach HO NSW MP	\$8.55
F0074 LFX Dogbox HO NSW MP	\$8.55
F0075 EHO Guard's Van HO NSW MP	\$8.55
F0076 CUB 6 Car Set HO NSW MP	\$49.50
F0077 HFL Coach 2nd BA HO NSW MP	\$8.55
F0078 HFL Coach 2nd BB HO NSW MP	\$8.55
F0079 KKG Horsebox HO NSW MP	\$7.75
F0080 Builders Plate 53 Class	\$7.75
F0081 TRC Ref Van N NSW 1 pce	\$4.95
F0082 BCH Coal Hopper N NSW 1 pce	\$4.95
F0083 BRH Cement Hopper N NSW 1 pce	\$4.95
F0084 BWH Wheat Hopper N NSW 1 pce	\$4.95
F0085 MHG Guard's Van N NSW 1 pce	\$4.95
F0086 RUB 4 Car Set A N NSW 1 pce	\$19.99
F0087 RUB 4 Car Set B N NSW 1 pce	\$19.99
F0088 U Louvred Van N VR 1 pce	\$4.95
F0089 T Van N VR 1 pce	\$4.95
F0090 B Van N VR 1 pce	\$4.95
F0091 GY Wagon N VR 1 pce	\$4.95
F0092 1A Wagon N VR 1 pce	\$4.95



# SYDNEY HOBBIES

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Green	207.00	175.00
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#### Brass Wire

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2510 0.040"	5.00
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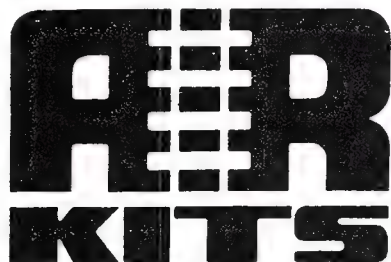
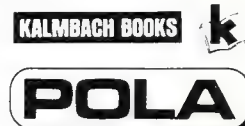
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- Large range of second hand brass locos.
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2772 Auto Carrier	183.15 99.00
2773 Ext Set Primex	183.15 99.00
2867 Luthansa Air Excl	569.35 450.00
2890 Fed Postal Set	383.40 290.00
5000 0-6-0 Tank Loco	113.05 99.00
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5084 DB 2-10-0 Class 050	370.80 270.00
5085 DB4-6-0 Class 003	320.40 255.00
5088 Diesel Switch 3 train set	149.25 105.00
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5125 Red Arrow RailCar	393.70 275.00
5179 DB Elec Loco CI 132	228.60 199.00
5181 F7 Diesel Loco	201.60 179.00
5185 Bavarian Mtn Primex	290.75 210.00
5306 4-6-4 Tank CI 78	345.60 269.00
5307 4-6-4 Tank CI T18	365.40 279.00
5317 Steam Loco CI 231A	373.50 309.00
5331 Delta Elec Loco	289.80 249.00
5336 Elec Loco CI AE6/6	511.55 400.00
5338 Elec Loco CI AE6/6	511.55 409.00
5344 Elec Loco CI 110 DB	282.60 249.00
5347 Diesel Loco CI 212	235.80 189.00
5362 F7 Diesel Santa Fe	628.20 579.00
5365 Elec Loco CI 16	322.20 235.00
5367 DB Elec Loco	488.50 399.00
5370 ICE Train set	878.40 778.00
5379 Diesel Loco	270.00 229.00
5382 Diesel Loco	508.00 499.00
5388 Postal RailCar	439.20 349.00
5389 Postal RailCar	430.20 299.00
5428 Delta RailCar	345.95 239.00
5448 Electric Loco	340.20 309.00
5449 Electric Loco	628.20 569.00
5457 Electric Loco	340.20 299.00
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5514 4-6-2 Pacific	389.00 219.00
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5652 Dgtl 'Crocodile' Brown	518.40 459.00
5660 Electric Loco	603.00 485.00
5662 Dgtl F7 Diesel	358.20 249.00
5680 Dgtl Diesel Switch Loco	688.95 629.00
5681 Dgtl Diesel Loco	423.00 319.00
5682 Dgtl Diesel Loco	491.40 359.00
5688 Dgtl PTT Postal Car	544.00 459.00
5709 2-10-2 Tank Loco	375.30 299.00
5739 Dgtl Electric Loco	581.40 519.00
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8304 Micheline RailCar	324.75 299.00	4315 Local Baggage	51.15 39.00	4871 DRG Tank Car	45.10 39.00
8321 Electric Loco	338.40 269.00	4370 Express Coach	128.35 115.00	4872 Express Milk Tank	45.00 39.00
8327 Hamo NS CI 1100	202.40 129.00	4371 Ice Open Coach	128.35 115.00	4880 DB Box Car	39.00 34.00
8334 Hamo Electric Loco	468.00 329.00	4372 Express Coach	57.25 47.00	4882 K-Bay Box Car	39.45 34.00
8349 Hamo Electric Loco	354.00 319.00	4378 Express Dining	57.25 47.00	4889 Freight Baggage	39.45 34.00
8381 Hamo Diesel Loco	508.00 409.00	4389 S-Bahn Car Set	320.40 289.00	4891 KPEV Daily Box Car	46.90 39.00
8388 Hamo Postal Car	401.40 299.00	4390 S-Bahn Car Set	315.00 279.00	4892 Beer Car	46.20 39.00
8390 Hamo 4-6-2 Steam Loco	500.00 399.00	4391 Rekord CoaCH	234.00 209.00	MARKLIN Z' GAUGE LOCOS	R.R.P. Special
MARKLIN H.O. ROLLING STOCK	R.R.P. Special	4392 40 Years Bad-Wurt Set	159.50 129.00	8108 Orient Express Train Set	606.60 450.00
4012 Primex Coach Int Reg	41.50 29.00	4478 Crane Iron Car	53.85 48.00	8114 Red Cross Set	629.20 324.00
4013 Primex Coach Int Reg	41.50 29.00	4479 Slag Car	53.85 48.00	8115 Starlight Poppa	592.90 300.00
4018 Railbus Trailer	54.75 41.00	4485 Beer Brand Car	20.35 17.00	8116 Starlight Grball	592.90 300.00
4027 DB Coach 1st Class	45.00 39.00	4569 PABST Beer Car	19.25 9.00	8117 Starlight Electra	592.90 300.00
4032 DB Coach 2nd Class	45.00 39.00	4584 Circus Car	43.90 25.00	8119 Lagerschwalbach	581.40 449.00
4044 Express Baggage Coach	44.10 37.00	4610 Ballast Car	33.60 29.00	8128 Luthansa Air	439.20 379.00
4051 Express Coach 1st Class	44.85 37.00	4612 Auto Carrier	33.60 29.00	8131 Allgau Zollern	382.80 269.00
4060 F7 Non Powered Santa Fe	108.75 90.00	4624 Hopper Car	42.00 37.00	8137 RAG Coal Freight	381.60 339.00
4084 Auto Carrier W/O Cars	44.85 39.00	4626 Cov Hopper Car	45.40 32.00	8138 Prov Coal Train	315.00 259.00
4090 Vista Dome Car	61.95 49.00	4631 Hopper Car	45.90 41.00	8176 Battery Set	108.90 69.00
4108 Local Baggage Car	29.70 23.00	4633 Multi Section Dump	45.75 35.00	8178 Battery Set	130.90 95.00
4121 Shell Exh Coach	29.00	4663 Flat Car	47.35 39.00	8806 4-6-4 Tank Loco	329.40 279.00
4126 Commuter Car	61.30 45.00	4665 Lumber Car Set	40.15 35.00	8807 2-8-2 'Southern'	280.80 179.00
4127 Commuter Car	61.30 45.00	4676 Shell Tank Car	39.85 25.00	8817 Railbus Trailer	55.00 45.00
4181 F7 Non powered Burlington	120.00 105.00	4685 Box Car	34.75 15.00	8827 2-8-2 Tender Loco	268.20 149.00
4199 Bavarian Coach	41.50 26.00	4689 EAOS Gondola	35.10 29.00	8840 Electric Loco CI A140	256.00 149.00
4200 Compartment Car	50.50 35.00	4700 DB Box Car	32.50 19.00	8841 Electric Loco CI 110	264.80 155.00
4201 Compartment Car	61.50 41.00	4701 Box Car	32.50 28.00	8843 Electric Loco CI 111	255.60 155.00
4202 Compartment Car	50.50 35.00	4717 EAOS Gondola	35.40 28.00	8864 Diesel Switch Loco	141.40 99.00
4203 Compartment/Baggage	55.65 39.00	4718 EAOS Gondola	35.40 28.00	8870 S 3/8 King Ludwig	300.60 199.00
4215 Express Coach	68.70 55.00	4719 EAOS Gondola NS	31.90 25.00	8880 Diesel Loco CI 218	282.20 169.00
4232 Slumber Coach	65.35 57.00	4723 Self-Disch Car	33.60 28.00	MARKLIN Z' GAUGE ROLLING STOCK	R.R.P. Special
4233 Auto Carrier	94.15 69.00	4736 Sliding Wall Car	49.80 35.00	8801 Gondola	40.35 32.00
4245 Local Coach	41.25 35.00	4738 Box Car DBP	38.35 29.00	8802 Alsace Box Car	40.35 32.00
4246 Ten Sleep Coach	62.20 49.00	4740 Depr Flat Car	40.80 35.00	8803 Piggyback Car	47.80 37.00
4248 Eurofima Coach	62.20 45.00	4741 Depr Flat Car	81.55 72.00	8804 Piggyback Car	47.80 37.00
4262 Inter City Coach	68.70 46.00	4753 Brenntag Bogie Car	66.90 59.00	8807 VTG Gas Tank	37.80 33.00
4264 Inter City Coach 1st Class	68.70 49.00	4754 ESSO Bogie Car	50.70 45.00	8811 Shell Tank Car	22.50 18.00
4267 Eurofima Coach	52.40 39.00	4758 BP Tank Car DB	50.70 45.00	8812 Esso Tank Car	22.50 18.00
4268 Eurofima Slimmer Coach	62.65 55.00	4773 Railroad Box Car	52.20 46.00	8816 Lowengas Tank Car Set	118.45 99.00
4279 DB Mail Car	63.55 49.00	4774 Soo Line Box Car	46.65 39.00	8820 Depressed Center Car	43.95 29.00
4282 Express Coach	58.80 49.00	4775 Burl N Caboose	32.50 25.00	8822 DB Gondola	17.95 14.00
4284 IC Dining Car	86.40 59.00	4776 Contail Box Car	52.75 39.00	8824 Ballast Car	33.60 29.00
4285 IC 1st Class Coach	65.35 45.00	4777 Santa Fe Caboose	46.65 41.00	8827 ARAL Tank Car	37.45 23.00
4286 IC 1st Class Coach	65.35 45.00	4787 'Etra' 3 Tanker set	52.75 36.00	8828 BP Tank Car	37.45 23.00
4287 IC Dining Car	65.35 45.00	4796 Flat Car Set	168.00 125.00	8631 Veltins Wagon	21.45 18.00
4289 IC Dining Car	41.50 29.00		141.60 126.00	8632 Bulk Silo Wagon	40.60 35.00
				8635 Box Car	39.00 18.00
				8636 Santa Fe Caboose	50.50 25.00
				8639 Box Car	32.25 18.00
				8645 Old Brewery Set	170.65 155.00
				8646 Baden Beer Car	20.70 13.00
				8647 Staufen Brau Car	20.70 13.00
				8649 Box Car	33.40 29.00
				8650 EAOS Gondola	37.90 22.00
				8651 EAOS Gondola	37.90 22.00
				8656 Sliding Wall Car	38.35 29.00
				8657 Crane Car	61.30 35.00
				8658 Stake Car	38.35 26.00
				8662 Flat Car	47.80 36.00
				8664 Barnum Circus	220.80 159.00
				8667 Eltra Gas Tank	37.80 32.00
				8668 Box Car	43.20 29.00
				8669 Einbech Beer	21.45 18.00
				8680 NY Central	43.90 31.00
				8681 Illinois Central Cab	34.00 22.00
				8682 Rail Box	34.00 22.00
				8683 Rail-Gon Gondola	36.30 21.00
				8684 Mobilgas Tank	55.35 39.00
				8688 Regional Cars	166.10 101.00
				8690 North Region Cars	166.10 109.00
				8692 West Region Cars	166.10 100.00
				8696 Berlin Region Cars	166.50 129.00
				8700 Local Coach	22.60 19.00
				8701 Local Coach	22.60 19.00
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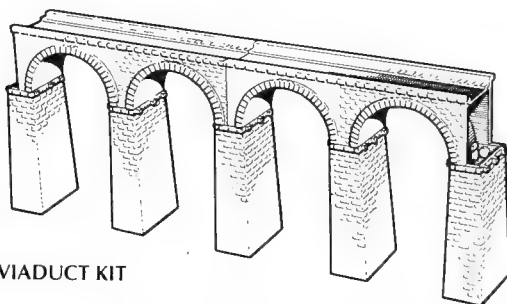


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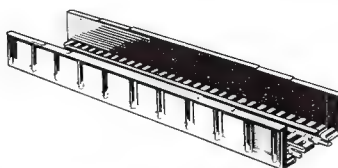
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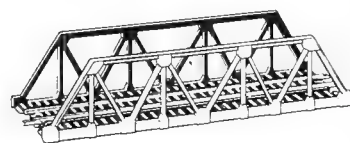


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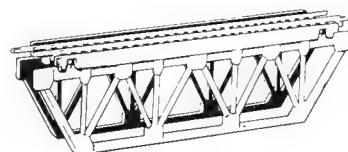


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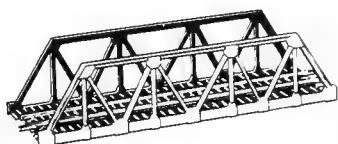


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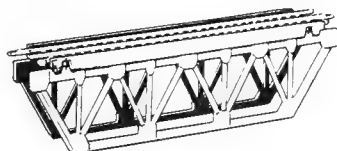
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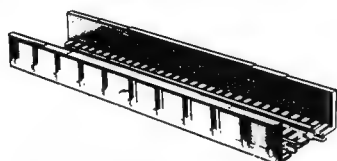
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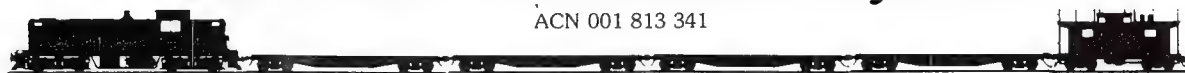
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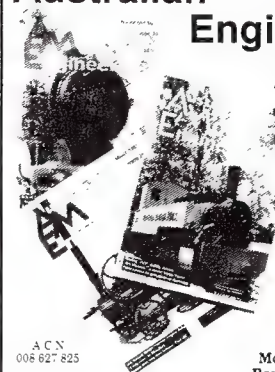
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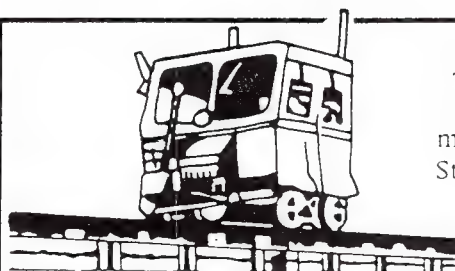
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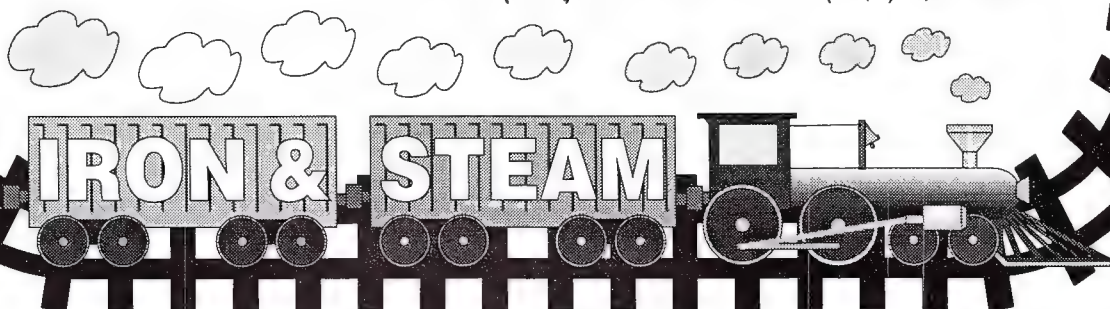
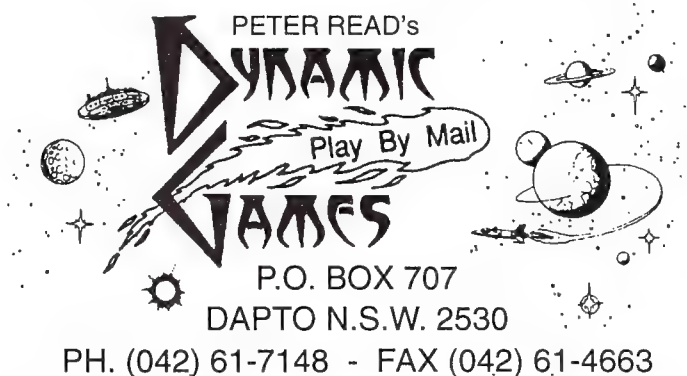
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2 stops enroute	
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direct	
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3 stops enroute	
LIVERPOOL	12 46 / 1 50 ♦
5 stops enroute	
HURSTVILLE	3 00 / 15
direct	
LIVERPOOL	4 14 / 21 ♦
2 stops enroute	
CAMPBELLTOWN	4 41 / 5 05
direct	
LIVERPOOL	5 24 / 26 ♦
3 stops enroute	
EPPING	6 20

#### MONDAY 4th October

CENTRAL	9 35
5 stops enroute	
LIVERPOOL	10 23 / 40 ♦
direct	
BLACKTOWN	11 21 / 45
4 stops enroute	
LIVERPOOL	12 39 / 45 ♦
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CAMPBELLTOWN	1 08 / 30
direct	
LIVERPOOL	1 52 / 2 20 ♦
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CENTRAL	3 14 / 45
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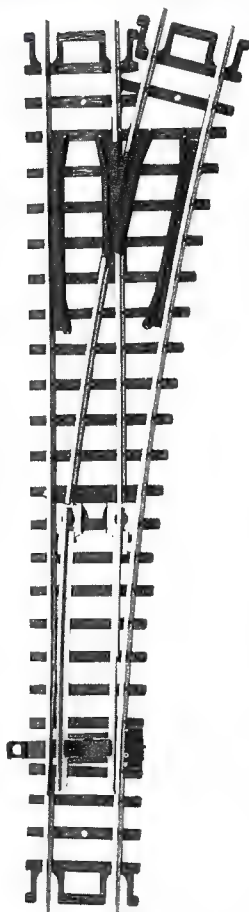
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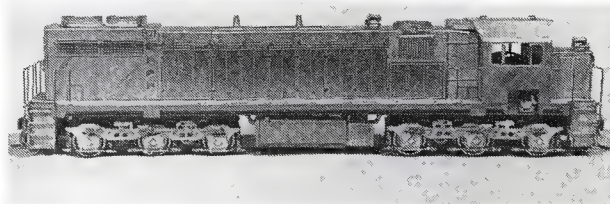
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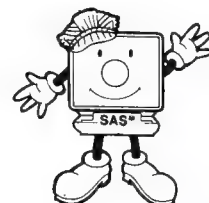
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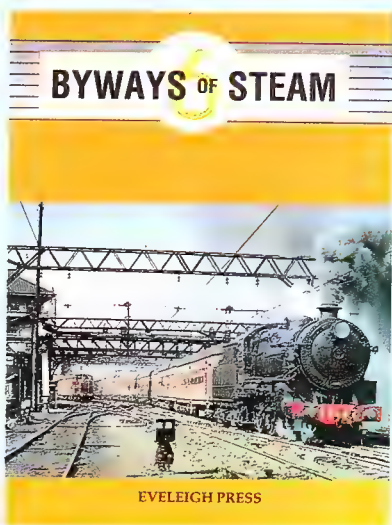


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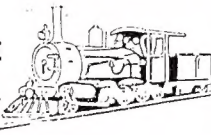


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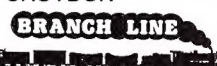
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